

INTIMATIONS

EVER READY ENTERTAINMENT
THE VICTOR-VICTROLA

RECITALS GIVEN DAILY.

EXCLUSIVE AGENTS:

MOUTRIE'S.

[31-1]

BEFORE LEAVING FOR HOME

ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED,
INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.

24 PAGES! 24 PAGES!! 24 PAGES!!!

THE HONGKONG WEEKLY PRESS
A CHINA OVERLAND TRADE REPORT

is now ready and contains—

Far Eastern News.

Hongkong.

Hongkong Man at the Front.

Missionaries and the War.

Prince of Wales' Fund.

Kwangtung Flood Relief Fund.

St. John Ambulance Association.

Leading Articles:—

Patriotism.

The War Loan.

Tropical Disease.

Random Reflections.

"Flippancy of Western Civilization."

Pirate Executed.

Home from China.

Hongkong Mussalman.

Tsingtau as it is.

The British and Kiaochow.

Japanese Control at Tsingtau.

Passenger List.

Hongkong's Contribution to the Army.

Shanghai Roll of Honour.

Company Meeting.

The Cotton Millowners' Association of China.

New Japanese Cabinet.

Company Reports.

Hongkong Hotel Co., Ltd.

Bank of China.

Hongkong Tramway Co.

Indo-China Steam Navigation Co., Ltd.

Report of the Java-China-Japan Line.

Indo-China S. N. Co.

Shipping Notes.

Peking Notes.

Swatow Notes.

Kwangsi Magistrate to be Shot.

Titles of Nobility in China.

Local Sport.

Chinese Telegrams.

Correspondence:—

The German Flag on Shantien.

Mining in Canton Province.

The Law Courts.

Hongkong War Supply.

Big Fires at Hankow.

Chinese and English Law.

Company Meeting:—

United Asbestos Oriental Agency, Ltd.

Enemy Trading.

Commercial.

Extra Copies 30 cents each, Cash.

Copies can be posted from this Office

to addresses sent; including postage 34

cents each.

\$1-Cash for three copies.

Subscription: \$12 per annum, payable

in advance; postage extra.

Hongkong, 23rd August, 1915.

ON SALE

RATES OF EXCHANGE AT BOMBAY
For Demand Drafts on London on the day
of or preceding the departure of the
English Mail; also Table of the
Yearly Approximate Average
for 25 years.

FROM 1874 TO 1903.

PRICE 25 CENTS.

On Sale at the Daily Press Office or
Local Booksellers.

THE CASE FOR THRIFT.

II.—ON OUR OWN SIDE.

[BY A "TIMES" CORRESPONDENT.]

We are now spending in all about three millions a day. We know that in the last few months there has been an increase of at least half a million in this figure; we also know that there has to be much further increase before we have attained the output of munitions which is desired, provided all the new capital plant which is necessary, and equipped our new armies. It would be most unwise to put the estimate lower than an average of 3½ millions a day for the coming period of the war, for much further expenditure is needed in order to obtain, and to maintain, our maximum effort. This means a rate of output which exceeds our revenues, as increased by war taxation, by at least 1,000 millions in each year. In addition to this, there is the new burden of loan interest and of war pensions, which will grow as the months progress. We may well have to face a dead weight of 200 millions a year in respect of these items and of sinking fund when the war is over, for each further loan will probably raise the rate of interest upon the whole debt. Part of this charge will have to be borne during the war years, and in the after-time it means an annual budget of over 400 millions, only 10 years ago it was 124 millions that we had to provide. Thus our present principles, extending through the two or more years for which we should make provision, and at least three times as great as the sums this nation has been able to lend in the best years of peace and prosperity.

A CONTRAST.

We have facts before us which makes it clear that no other belligerent State is incurring cost on anything like the same scale in proportion to the military effort it is putting forth; but it is comparison with the enemy that is most important. We know that a war loan of 223 millions (aided by other expedients) carried Germany through the first eight months, and in these eight months she was obtaining supplies from abroad to an extent considerably greater than at present, and she was not, as we were, in the infancy of her effort, but had her energies for war more or less fully developed. Austria has raised in all 200 millions, including the loan just issued. We cannot with any accuracy assess the actual Exchequer outgo of the enemy States, but there is nothing in the figures which are available which indicates a combined total greater than what we alone are spending. On the naval side the effort is smaller, probably less than half as great as ours; but, if we deducted it and its cost on both sides, we would find a startling contrast in regard to the cost of land warfare—many times the output in men, in munitions, in supply columns, in comment of armies in length of front, in detention of prisoners, and in all that makes up the cost of war with an Exchequer outgo comparable to our own. In short, it is clear that our expenditure on land warfare would be but a fraction of what it is, and that a major part of our outlay would be avoided if we could even partially assimilate the principles which govern it to those which govern in the enemy States.

THE ALL IMPORTANT QUESTION.

Such are the rough results which are to be deduced from the information which is available, and whatever allowances it may be necessary to make in respect of our assumptions as to the calls on the enemy Exchequers, it is clear that the contrast is such as to make these questions matters of infinite and urgent concern to us:—Why does it cost us several times as much as it costs our enemy to develop equal energy? Are we acting as we should on the economic side, and have we adjusted ourselves aright to the altered conditions which this war of wars imposes? Are there any disclosures in store for us of fundamental error in the principles to which we give our trust, and is it possible that the enemy has grasped some elemental truths to which we are still blind? And, last, but not least, are we not heartening the enemy, and prolonging the horrors of war, by allowing him to see us squandering our economic energies, and by giving him hope of holding his own till he can dictate terms of peace to an exhausted Europe?

The first question is by no means answered by stating the fact that they have conscription and that we have not. It is necessary to go much deeper and to find the larger causes for the contrast in results. It is true that the average cost of a fighting man is far less with them than with us. They claim the military service which they need, and the cost is only such as they find it necessary to pay in order to provide subsistence for dependents where they need it, while we offer inducements sufficient to obtain this service. With us the average money payment in the non-commissioned ranks is well over 25s. a week, and it may be 35s. if we take account of the allowances made by employers. But this disparity cannot account for more than 150 millions of our excess annual expenditure.

This is the part which we grudge least, but we cannot fail to see that most of it constitutes payment in excess of peace income to the dependents at home. Our splendid soldiers themselves get only small doles of pocket-money; but there are hundreds of thousands of cases in which the home income is doubled or more than doubled in spite of the complete cessation of cost in respect of the man himself—whole classes could be instructed in which this is the position. But these at home are also facing risk, and if we can, we will gladly pay this price for the proud fact that we have only willing fighters. Nevertheless, we may be very sure that our brave army of volunteers would fight none the worse if they knew that their country's case demanded a reduction of the payments made at home and that sacrifice was being shared by all.

NO ROOM FOR WAR PROFIT.

A far greater reason for the glaring disparity of cost is to be found in the widely different principles governing the economic relationships in the home markets of the different countries. Our

Allies and our enemies have, to different extents, placed in abeyance the laws of supply and demand and the influences of competition. France, by a noble effort of patriotism has almost succeeded in abolishing bargaining in the service of the State. Our enemy, we know, has taken such measures as to substitute control wherever the principles of supply and demand were likely to operate against the interests of the State. We have allowed bargain to rule, and it has been bargaining with one side bound to accept the terms offered by the other, for war has destroyed all balance between supply and demand; in some directions (notably labour and freights) it has greatly increased demand, while in some it has increased supply, and there is no room for bargaining in the nation's service. Our enemies have accepted this great principle: we, with our obsessions against any interference with freedom of contract or with "business as usual," have been blind to the fact that war can destroy the whole fabric of political economy and set up new conditions to which it is more important to conform. The conditions are such that almost any price could be exacted for some supplies, and for nearly a year we have allowed the pernicious idea, that the nation's need can be exploited for private gain, to take root. It is by no means the workers alone who have been reaping the harvest of war profit; the producers, the merchants, the transporters, and the middlemen have all had the chance, and many we know have taken it to the full. There are some who have refused to take it, there are many who would be ready to forgo it, if others also had to give it up. We are trusting to a kind of voluntary taxation in this matter, and taxation is the one place where the voluntary system can find no supporter; it results in the worthy paying more than his share, while the unworthy pays nothing. It is upon the least patriotic in the community that we are lavishing our precious powers of economic endurance, for the good of those who would be the first to desert us in the hour of need, we are waiting our chief munition—the silver bullet.

To expect men voluntarily to forgo what they know, or even suspect, that others are taking is to ask human nature more than it has to give. Let us not blame too much the workmen who strike for higher pay; our working classes are by nature suspicious, and it is only to be expected that they should want their share, when they know (or suspect) that their employers would only be rolling it in the faster if no such demand were made. We must begin at the root if we mean to make an end of this greatest drain on our powers of endurance, and we must remove not only the fact but the suspicion of undue profit: if it be found on inspection of the facts that there is no excuse for the making of special profit out of the urgency of the nation's need, we should not talk of slow and inefficient plans for limiting it or taking it, but should turn our thoughts to rooting out the unholy thing. The excuse for war bonus is rise in the cost of living, but we should be satisfied that this is in fact a reason for, and not purely an effect of, the principles we have chosen to follow, before we allow the argument to set up a vicious circle working harm to the greatest cause the nation has ever had at stake.

CLAIM AND CONTROL.

This is not the place to go into detail as to how claim and control are to be introduced, but it may be useful to outline quite roughly one of the ways of doing this. We could mobilize an industrial army subject to discipline as our soldiers are. It is not necessary that the State should take over the management of manufacture; it is probably better to claim the services of those who are trained thereto, and to give them commissions in this Army. We may not need to force men to join the fighting ranks; probably more than enough will make this their choice when the claim of service is made. We should not call on those who are already doing a necessary part of the nation's work on supporting its productive capacities; but all must share the war-time sacrifice, and where the claim for service does not fall there should be special cess. Payment must be that which the State orders, and this (governed by expert counsel) must extend to all that has effect on the cost of living; for example, we cannot allow freight or coal profits to be inflated by the operation of State requisitions.

No matter how we solve this great problem of substituting control for bargain, where the interests of the nation are at stake, no matter how rough and ready the control may be—far greater justice will result and the burden of sacrifice will be shared out far more fairly than it is under the system now at work, and there will be time and to spare hereafter for the adjustment of any proper claims.

AEROPLANE FROM SINGAPORE.

The Hon. Dr. Lim Boon Keng has just paid into the Chartered Bank the sum of \$11,150 subscribed by Messrs. Tan W. Yan, Sim Cheng Mee, and Tan Kim Wah for the purchase of an aeroplane for the British army. It will be the first Singapore Chinese aircraft and will be named the "Wi-Cheng-Kim."

MARINE WAR INSURANCE IN JAPAN.

Contracts for marine insurance concluded during June under the Marine War Insurance Law numbered 8,911 in all, valued at ¥64,790,000, which yielded an aggregate premium of ¥1,651,100.

The Tokoku Kaifu Hoken Kaisha (Imperial Marine Insurance Co.) and four other Japanese insurance companies had contracts regarding the cargo on board the Danish steamer *Cathay* which was destroyed by a German submarine in the English Channel on May 6th. They have filed an application with the Japanese Government for compensation for the losses sustained. For instance, the Tokyo Kaifu Hoken Kaisha (Tokyo Marine Insurance Co.) is entitled to claim ¥28,604, corresponding to 80 per cent. on the amount insured for 500 tons of pig-iron on board the ill-fated steamer—*Japan Chronicle*.

JAPANESE FISHERMEN'S WILD ADVENTURE.

ACROSS THE PACIFIC IN A BOAT.

Among the passengers on board the *Chicago-maru*, which arrived in Yokohama a few days ago, says the *Japan Chronicle*, were a Japanese party of adventurers, six in number, their ages ranging between 10 and 45, who were at once handed over to the Water Police.

It appears that in July last year a party of fishermen in Ehime prefecture, moved by the attractive story told by a traveller back from America concerning the "rich, sweet life" there, made up their minds to cross the Pacific to that "golden land." They prepared a small boat and set sail for America. Off Mikawa province they were caught in a storm and their boat was seriously damaged. After making repairs, they took on board nine bags of rice and other provisions and again started for the promised land. With no charts, no navigating instruments, or experience of deep-sea voyages, the bold adventurers were gradually driven northwards until they reached the Behring Straits, and after drifting for a couple of months were shipwrecked off the southernmost point of Bankland. One of the party was drowned, but the rest were washed up on the beach quite exhausted, but were kindly helped by the natives.

After three months among the people, whose language was completely unintelligible to them, the shipwrecked adventurers crossed to Seattle in a Canadian vessel that happened to visit the region this summer. At Seattle they were handed over to the Japanese Consul, who sent them back to Japan by the *Chicago-maru*.

GERMAN AMBITIONS.

The surrender of German South-West Africa to General Botha gives a fresh interest to the following passage from the *Kaiserzeitung des Ostheeres* (the *Imperial Gazette for the Eastern Army*), which the Press Administration of the German Military Government at Lodz, in Russian Poland, published on the Emperor William's birthday last January:—

A victorious war—nobody in our German Fatherland, from the oldest field-marshal down to the youngest cobbler's apprentice, doubts, thank God, that the war will be victorious—will create for us, by the acquisition of the Belgian and French Congo and, in case Portugal should further translate into action her hostile attitude towards us, by the acquisition of the Portuguese colonies on the East and West Coasts of Africa, such a German Colonial Empire as our fathers, who smilingly made fun of our first colonial beginnings, would never have been able to imagine. But the weightiest matter in this not improbable division of the African world is that, by it, we should have swept away the English aspiration to rule alone in Africa from the Cape to Cairo; for between Egypt and East Africa, that are still British, and the Dutch-British South Africa, there will then lie the endless girdle of our gigantic colonial possessions stretching from the Indian Ocean to the Central African lakes, and from the Congo down to the Atlantic. "Still British," we say of North-East and South Africa; but who knows what may yet be, when the word of the poet is fulfilled:—

"Denn es muss am deutschen Wesen
Einmal noch die Welt genesen."
"For the world must one day find
Its healing in the German mind."

THE HONGKONG VOLUNTEERS.

COSTS ORDERED BY LIEUT.-COL. A. CHAPMAN, V.D.

1.—Members of No. 1 Section Artillery Battery will return their rifles and bayonets to Headquarters on Monday, 23rd inst., before 10 a.m., for inspection. They will be ready for re-issue on Tuesday, 24th inst.

2.—Parades for Monday, 23rd instant.
5.30 p.m. Recruits of Engineer Co.—Musketry and Rifle exercises at Tai-koo Dockyard, under Sergeant Bullock. Right Section M.G. Co.—Squad drill and Skirmishing at Headquarters. Remainder: nil.

DETAILS.

Gun Club Hill, Kowloon:—
On duty until morning of 25th inst.:—
Scouts Company.
Detachment Camp, Kowloon:—
On duty: Lieut. Wright.
On duty 23rd inst.: Civil Service Co.
On duty: Lieut. Lindsay.
Orderly Officer until 25th instant:—
Lieut. C. Smith.
Orderly-Sergeant until 25th instant:—
Corpl. Young.

G. E. STEWART, Capt.,
Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE

PARADES (CENTRAL POLICE STATION.)

Monday, August 23rd.—Return of Rifles by Chinese, Portuguese and Indian Companies at 5.30, 5.50, and 6.10 p.m. respectively, under the Sergeant-Major.
Tuesday, August 24th.—Return of Rifles by British Company at 6 p.m.—under Inspector Wilden. Recruits of Indian Company under the Sergeant-Major at 6 p.m.
Wednesday, August 25th.—Men detailed from Portuguese Company under Crown Sergeant C. M. S. Alves at 6 p.m. Recruits of Chinese Company under two N. C. Officers to be detailed by Acting Inspector J. M. Wong.

Thursday, August 26th.—Recruits of Indian Company under the Sergeant-Major at 6 p.m. Nos. 1 and 2 Platoons Portuguese Company under own Commanders with Rifles.
Friday, August 27th.—Nos. 1 and 2 Platoons Chinese Company under own Commanders with Rifles.

F. C. JENKIN,
D.S.P. (Reserve).

CIGARETTE AND TOBACCO FUND.

FOR THE ALLIED FORCES AT THE FUND.

Amount acknowledged to 9th August, 1915

Mr. J. W. H. Smith, further contribution

Mrs. R. Pithie, further contribution

Mr. W. H. H. Smith, further contribution

List No. 4 C. to 31st July

1915:—Mr. H. P. White \$6

Mr. Geo. Hastings \$5, Mr.

R. H. \$3, Mr. A. H. Crow \$3,

Mr. C. D. Wilkinson \$5, Mr.

C. E. H. Beavis \$5, Mr.

E. W. P. \$2, Mr. G. Miskin

\$2, Mr. R. E. St. Amery

\$2, Mr. G. M. C. Birnie \$10,

Mr. S. W. B. \$3, Mr.

R. P. H. \$2, Mr. Lee Ching

Chi \$1

List No. 4 E. to 31st July

1915:—Mr. W. R. M. \$2,

Mr. S. H. Dodwell \$5, Mr.

A. R. Love \$5, Mr. A. R.

Owen \$3, Miss Angel Orniston

\$5

List No. 4 F. Further Contributions

Messrs. E. R. G.

\$2, J. P. \$2, A. A. \$1,

F. W. J. \$2, J. R. K. \$2,

R. L. \$2, E. M. F. \$2,

A. R. \$2, W. N. \$5,

G. A. R. \$2, F. H. R. \$3,

R. W. M. \$2, F. H. R. \$3,

\$3, W. C. B. \$2, H. W. R.

\$2, B. \$3, C. H. B. \$5,

L. S. G. \$3, R. C. \$2,

A. M. W. \$3, C. E. \$5, J.

McH. \$5, A. L. G. \$2,

G. T. E. \$10, G. M. Y. \$10,

L. J. A. \$2, G. E. S. \$5,

A. K. \$2, A. O. L. \$2,

J. W. C. B. \$5, R. S. \$2

List No. 4 F. Further Contributions

—G. B. L. \$1, R. H.

\$3, C. E. H. \$4, E. W. P.

\$2, Chai Wan (W. B.) \$2.50,

Ladies' Bridge Book (Peak)

per Mrs. C. McI. Messer

\$5.70, A. H. C. \$3, N. S. M.

\$5, J. V. R. \$5, C. P. \$5,

H. J. \$2, G. S. A. \$3, W. J. H.

\$2, H. H. \$3, W. D. \$2,

P. S. L. B. \$3, H. C. S. \$5,

W. H. S. \$3, L. N. M. \$4,

A. C. L. \$3, J. R. A. \$2,

G. M. \$2, R. E. St. A. \$2,

C. D. W. \$5, E. A. \$3, J. B.

\$3

Amount expended

\$ 5,939.41

Balance in hand

\$ 206.87

As stated in report of the 24th ult.,

the Consignment ordered on the 1st

June, was to be distributed amongst 10

different Regiments, most of whom have

acknowledged receipt and thank the

generous subscribers for thinking of

them; they thoroughly appreciated their

kindness. A notification has been

received from home that the consignment

ordered on the 1st July was sent to those

Regiments who did not previously partici-

pate, viz:—

O. C. Canadian Contingent, British

Expeditionary Force, 35,000 Woodbines

and 120 lbs. Plug Tobacco.

O. C. Australian Contingent, Mediter-

ranean Ex. Force, 34,000 Woodbines and

120 lbs. Plug Tobacco.

O. C. New Zealand Contingent, Medi-

terranean Force, 34,000 Woodbines and 88

lbs. Plug Tobacco.

Further Contributions to the fund will

be thankfully received so as to enable

the Committee to send one Consignment

month in order to give some comfort to the

brave fellows at the Front who are bear-

ing the burden and heat of the day in

this terrible battle.

Geo. J. B. SAYER,

Hon. Secretary and Treasurer.

KWANGTUNG FLOOD RELIEF FUND.

The Tung Wah Hospital begs to

acknowledge with thanks the following

donations to the Kwangtung Flood

Relief Fund:—

T. T. from Saigon \$ 7,000.00

Yau Chi Girls School \$142.50

and 3 sovereign 148.15

Yau Chi Girl School Bazaar 150.00

SEQUEL TO RIVER BOAT COLLISION.

THE "TAISHAN" AND "ON LEE" AFFAIR.

The inquiry was resumed at the Marine Court on Saturday into the allegation of incompetency and misconduct which was preferred against Capt. J. Willox, master of the s.s. *On Lee*, by the Hongkong, Canton and Macao Steamship Co., and Capt. Birss, of the *Tai Shan*. This was a sequel to a collision between the two ships on August 18th in the western examination anchorage.

The Court was again composed of the following:—Commander C. W. Beekwith, R.N., Acting Commander F. Gibson, R.N.S. *Tamar*, Capt. W. Mealey, R.N. *Yuenan*; Capt. C. P. Seddon, R.N. *Japan*, and Capt. E. Forsyth, R.N. *Kwai-chow*.

Mr. Eldon Potter (instructed by Mr. J. Scott Harston) appeared for the Hongkong, Canton and Macao Steamship Co., and Mr. H. E. Pollock, K.C. (instructed by Mr. C. D. Wilkeson) for the captain of the *On Lee*.

Capt. Willox, of the *On Lee*, said he had been in charge of the vessel since February and also on two occasions previous to that. Her full speed was eleven knots. Relating the happenings just previous to the collision witness said that when nearing Green Island the vessel was travelling at a little over ten knots. He was then making straight for an examination launch in the northern anchorage. When 500 yards from the launch he gave the order "full speed ahead," and at this time the launch was about five points on his port bow. He saw no flags on the examination launch and the reason he went full speed ahead was to pull up within a reasonable distance of the launch; it had nothing to do with the *Tai Shan*. He was clear of that vessel and expected the *Tai Shan* to keep clear of him. The vessel was still at full speed ahead when the collision took place. He had ordered the engine-room to put all it could into full steam ahead, and this was done up to the time of the collision. According to the engineer's log book the *On Lee* was going full speed ahead for two minutes, but as the result of subsequent experiments his opinion was that had the vessel been going full speed ahead for two minutes she would have a stern way on. A minute and a half was about the time the vessel went full speed ahead. The reason he gave an "extra shake up" to the engine-room to go full speed ahead was because he thought the speed at which the *Tai Shan* was going was highly dangerous; about five knots. Capt. Willox claimed that, according to Article 19, he had the right of way, and he did not see the first signal of the examination launch. After leaving Green Island he, his quarter-master and pilot were the only people on the bridge. There were passengers close to the bridge, but they did not come past the barrier until they saw a collision imminent, when they rushed forward.

Replying to Mr. Potter witness said he was aware of the "proceeding" coming into the harbour, established since the outbreak of war. He saw no signal until after the collision, though he was looking for one. He had good eyesight and could see a flag at nine hundred yards. Even if he saw no signal, his practice would be to come alongside the examination launch. He did not stop instantly upon seeing the signal, but came as near as was compatible with safety. With regard to his ability to see a flag at 900 yards, it would depend upon the direction of the wind, which on this occasion was coming up behind the *On Lee*. He claimed that the *On Lee* was quite as close to the launch as the *Tai Shan*, and might have been a trifle ahead of the *Tai Shan*, though he had not sufficient lead to claim prior attention. On this point he contradicted the evidence of Capt. Birss.

Lieut. Daly and the marine. He did not see any signal flag on the launch; it might have been obscured by the large flag at the masthead.

Mr. Potter—If you had been keeping a decent lookout you must have seen the flags. Were you looking for a flag?—Yes, I was looking out for a flag and I had the quarter-master with the answering pennant in his hand.

You could see the *Tai Shan*?—Oh, certainly.

Were you watching her?—No; I was expecting she would watch me. I know you are a stickler for the rule of the road and you would hang on to the rule of the road until you "bust" everything to kingdom come. You have no right to make that remark, Mr. Potter. It is too bad to rub it in like that.

Mr. Potter—I apologise; perhaps I had no right to use it.

Mr. Potter—Do you say that at the time of the collision we were going at five knots, and that we overran the examination launch for about 200 yards?—Every word is true.

Your case depends upon that statement?—I don't know whether it does or not; I am telling the truth.

Lieutenant Daly swears that the *Tai Shan* was stationary at the time of the collision?—That statement is untrue. It is also untrue, as Lieut. Daly and all the witnesses say, that you were going at the rate of four knots at the time of the collision?—That is also untrue.

In answer to the Court the witness claimed that he could stop his ship dead, going from full speed ahead to full speed astern, in one minute and ten seconds.

F. C. Goodman, station supervisor at the Naval Yard, said he was a passenger on the *On Lee* on the date under consideration, and at the time of the collision standing at the rear of the captain on the bridge. The *On Lee* was first stopped by the captain, who then signalled "full astern," when the vessel was about three hundred yards from the examination launch. At the time of the collision the *Tai Shan* was going ahead at a good speed while the *On Lee*, with her engines going astern, had still a good headway on.

Replying to Mr. Potter, witness said there were thirteen adults and four children on the bridge inside the grille.

G. W. Carpendale, chief officer on board the *On Lee*, gave evidence corroborating that of Capt. Willox.

Max Friedman, chief engineer of the *On Lee*, spoke as to the instructions received in the engine-room up to and including the time of the collision. The collision took place at 6.30 p.m.

Mr. Pollock said it was quite clear that the *On Lee* had the right to assume she had the right of way, and that the *Tai Shan* should have kept out of the way. The regulations for the Prevention of Collisions at Sea were in force throughout the Colony. As regards the examination launch, the signals were not flown at material times, and it seemed to him a dangerous thing to say that when you came near the examination anchorage the regulations for preventing collisions at sea were not in force, and when you left the anchorage they again came into being. Apart from that the regulations could only be suspended by an Order in Council, which had not been done in this case.

After hearing Mr. Potter, the Court adjourned until to-day at 4.30 p.m., when judgment will be delivered.

IMPORT OF FOOD INTO THE PHILIPPINES.

The Philippine Farmer says:—

The following table of figures shows the amount of food products imported into the Philippines Islands during the year of 1914. These figures show that a starting total of over P.17,000,000 worth of food products was imported into this country in a single year. No country can prosper when sending away from home this great sum of money every year for food products that can be grown or produced within its borders. These figures are given as an object lesson that will show where the money goes. Why not make a greater effort to produce these products in the Philippines and thus keep this vast sum of money at home?

IMPORTS OF FOOD SUPPLIES TO THE PHILIPPINE ISLANDS, 1914.

Rice	P.6,552,296
Beef, fresh	1,764,288
Milk	1,712,190
Fish, canned	1,161,080
Eggs	822,730
Lard and lard compounds	790,166
Cocoa or cacao	618,350
Coffee, green	589,446
Sugar, refined	557,322
Meat, smoked or cured	507,628
Meat, canned	457,432
Butter	406,304
Potatoes	400,188
Onions	300,620
Peanuts	161,266
Beans	146,468
Cheese	118,032
Coffee, roasted	105,320
Coffee, fresh	97,576
Garlic	92,244
Oranges	50,026
Peas	48,622
Pork, fresh	30,518
Lemons	27,068
Poultry	14,803

Total food imports17,441,375

A telegram from Copenhagen, via London, announces that the latest Prussian lists of losses (No. 248-263) contain the names of 94,744 officers and men, making the total losses at July 1st, 1,504,923. These figures do not include the losses published in the 194 Saxon list, 168 Bavarian, 211 Wurttemberg and 36 marine. The latest Prussian list includes 24 officers killed, 6 wounded, 8 missing, and 4 made prisoners.

THE FAR EAST IN PARLIAMENT.

GERMAN COLONIES.

On July 14th Mr. Bonar Law, in reply to Mr. Watt, stated that the German colonies before the war occupied between 1,100,000 and 1,200,000 square miles. Of that area about 450,000 square miles had been conquered by the Allies. The conquered territory included German South-West Africa, Togoland, Kamerun, and West Africa, Togoland, Kamerun, and German possessions in the Pacific, but excluded that portion of the Americas which is in the occupation of the Allies.

Mr. Macmaster: In speaking of those territories as being conquered is the right hon. gentleman keeping in view the observation of Bismarck that possession and retention of colonies is decided in the main centres of action?

Mr. Bonar Law: That is undoubtedly true, but it does not alter the fact that they are now in the occupation of the Allies.

KIAOCHOW.

On July 15th Mr. J. King asked the Foreign Secretary whether any undertaking or agreement subsequent to the outbreak of the war had been made between the British and Japanese Governments relative to the present or future occupation of Kiao-chow; and, if so, whether the nature of such agreement could be given.

Sir E. Grey: I must refer my honourable friend to the answer to the member for Hanley on Mar. 16th. It was in the negative.

In reply to a further question by Mr. King.

Sir E. Grey said: The only outstanding question affecting British trade at Kiao-chow is that of the levying of Customs duties. In regard to which representations have been received. This matter will be disposed of when the normal Customs administration is restored, which I hope will shortly take place.

ENEMY TRADING IN CHINA.

On July 19th Mr. Yeo asked the Secretary for Foreign Affairs (Sir E. Grey) if he was now able to inform the House whether China and Japan had agreed to prohibit enemy trading in China; and would he say how many of the Allies are taking action similar, in this respect, to that of Great Britain.

Lord R. Cecil, in reply, said: With a view to co-operating with His Majesty's Government, the Japanese Government have issued orders to their shipping lines prohibiting the carriage of merchandise handled by or destined for enemy subjects in China as from 28th instant, the date on which the British Proclamation of June 25 comes into force. This action on the part of the Japanese Government is much appreciated by His Majesty's Government. Both France and Russia some time ago adopted measures which have the effect of prohibiting all trading with enemy subjects in China. I am, however, unaware as to what prohibitions, if any, have been imposed by the remaining Allied Powers.

THE FAR EAST IN PARLIAMENT.

GERMAN COLONIES.

On July 14th Mr. Bonar Law, in reply to Mr. Watt, stated that the German colonies before the war occupied between 1,100,000 and 1,200,000 square miles. Of that area about 450,000 square miles had been conquered by the Allies. The conquered territory included German South-West Africa, Togoland, Kamerun, and West Africa, Togoland, Kamerun, and German possessions in the Pacific, but excluded that portion of the Americas which is in the occupation of the Allies.

Mr. Macmaster: In speaking of those territories as being conquered is the right hon. gentleman keeping in view the observation of Bismarck that possession and retention of colonies is decided in the main centres of action?

Mr. Bonar Law: That is undoubtedly true, but it does not alter the fact that they are now in the occupation of the Allies.

KIAOCHOW.

On July 15th Mr. J. King asked the Foreign Secretary whether any undertaking or agreement subsequent to the outbreak of the war had been made between the British and Japanese Governments relative to the present or future occupation of Kiao-chow; and, if so, whether the nature of such agreement could be given.

Sir E. Grey: I must refer my honourable friend to the answer to the member for Hanley on Mar. 16th. It was in the negative.

In reply to a further question by Mr. King.

Sir E. Grey said: The only outstanding question affecting British trade at Kiao-chow is that of the levying of Customs duties. In regard to which representations have been received. This matter will be disposed of when the normal Customs administration is restored, which I hope will shortly take place.

ENEMY TRADING IN CHINA.

On July 19th Mr. Yeo asked the Secretary for Foreign Affairs (Sir E. Grey) if he was now able to inform the House whether China and Japan had agreed to prohibit enemy trading in China; and would he say how many of the Allies are taking action similar, in this respect, to that of Great Britain.

Lord R. Cecil, in reply, said: With a view to co-operating with His Majesty's Government, the Japanese Government have issued orders to their shipping lines prohibiting the carriage of merchandise handled by or destined for enemy subjects in China as from 28th instant, the date on which the British Proclamation of June 25 comes into force. This action on the part of the Japanese Government is much appreciated by His Majesty's Government. Both France and Russia some time ago adopted measures which have the effect of prohibiting all trading with enemy subjects in China. I am, however, unaware as to what prohibitions, if any, have been imposed by the remaining Allied Powers.

INDO-CHINA S. N. CO.'S SHARES.

SOME RATHER MYSTERIOUS BUYING.

THE STRENGTH OF SHIPPING SHARES.

In spite of the serious risks run owing to danger of submarine and air attacks, there seems to be a fair amount of buying going on in the shares of most shipping companies, from Peninsular and Oriental downwards, says the *Morning Post*. No doubt the companies, provided their boats escape the attempts of the enemy to send them to the bottom, are doing a very prosperous trade, notwithstanding the high cost of coal and the substantial rise in wages. The scarcity of tonnage, coupled with the keen demand for transport, not only for the conveyance of troops, but for the carrying of supplies of food and ammunition, means large profits.

Another share in which some rather mysterious buying is going on is the Indo-China Steam Navigation Company. When the war began the price of the Deferred Shares was only about 2s, but at the present time their value is 4s for the 5s shares, and they have been as high as 6s. These shares have received a 3 per cent. dividend on the last occasion, so they are more than fully priced. Oddly enough, many of the transactions taking place are in the duplicate form, buying the 2s Preferred and the 5s Deferred Shares together, at the equivalent of 9s 10d. Most of the buying appears to come from the East, through Liverpool. This fact is rather curious, as in Saturday's record of business in Wall Street Pacific Mails touched the highest price for many years on the report that "an offer to buy out the company had been received from a Chinese syndicate."

THE P. & O. AND ORIENT LINE.

PASSENGER FACILITIES INTERCHANGEABLE.

An arrangement has been completed between the P. & O. and Orient Steam Navigation Companies whereby the passenger facilities of the two lines will in future be interchangeable. Holders of first or second saloon tickets single or return will be at liberty to proceed on this whole or any part of the journey between London and Sydney, either way, by the steamers of either company.

The two lines are now contract each to provide a fortnightly mail service both ways between England and Australia, and the new arrangement will give passengers by either line a weekly service.

THE STRANDED "NUBIA."

Capt. G. F. Lyndon, of the stranded *Nubia*, was to have gone home on July 31st by the P. & O. *Montevideo*. He is the last of those from the ill-fated vessel to leave her and proceed home. To leave her and proceed home. To leave her and proceed home. To leave her and proceed home.

NEW SCHOOL REGULATION.

The *Gazette* contains the following regulations made by the Governor-in-Council under section 12 of the Education Ordinance:—

The manner of every boarding school shall cause a medical examination of his school to be held not less than once in each six months.

The examination shall be conducted by a registered Medical Practitioner, who shall report in writing on the general health of the boarders and on the sanitary condition of the school buildings as a whole and of the dormitories in particular. The report shall also give the names of any of the boarders whose state of health is such as to demand special treatment and shall state briefly the nature of the treatment required.

A copy of the report shall be transmitted forthwith by the manager to the Director of Education.

COMPULSORY TRAINING IN THE STRAITS SETTLEMENTS.

THE BILL PASSED.

At a meeting of the Legislative Council of the Straits Settlements held on the 13th inst. the Local Reserve Force and Civil Guard Bill passed its third reading.

The Governor said:—Gentlemen, it is very gratifying that in these times there has been no opposition to this Bill, which gives power to require every male British subject of pure European descent up to an age limit to undergo military training. Under the Queen's Order in Council, of 1896, which was published in the *Gazette* of August 6th last, the Governor may require any person to do any work, or render any personal services that he may think necessary in order, in connection with the defence of the Colony. Last February, it was necessary to call on every able-bodied British subject, but apart from many of them not having undergone military training or military discipline a number of them did not even know the use of the rifle and they were a source of actual danger to their friends. This Bill will remove that anomaly, and I can assure the Council that it will be put into force with every consideration for the great commercial interests of this Colony, but I hope that all will, by means of this Bill, be trained and be disciplined, and will also know the use of the rifle, and also that not a few but all will help towards the defence of the Empire. The third reading is agreed to. (Applause.)

DEFENCE OF NETHERLANDS INDIA.

The Second Chamber has given way, says the *Gazette de Hollande*. The Minister for the Navy has obtained his credit of 8,28,000,000, of the first instalment of 8,000,000, of which half is borne by Netherlands India. He made the matter a question of confidence, and as most members of the Chamber would not venture to push the matter of the cruisers so far as to bring about a change at the Navy Department under present circumstances, the principal opposition melted away.

The first day's debate produced a considerable amount of sharp criticism from various sides. The measure, which takes the form of Supplementary Navy and Indian Estimates, proposes the construction of two cruisers, four submarines and six seaplanes. In general the Chamber appeared inclined to agree to the submarine proposal, but not to the building of the cruisers. Mr. Van Deventer (Democrat) declared that it was the sacred duty of the nation, not only to have the independence of the country in Europe respected, but also in Netherlands India. The speaker agreed as regards the submarines, but he did not understand how the cruisers could fit into the system of defence of Netherlands India. Experience had been gained in regard to the submarines, but not with cruisers. These were suited to an attack, not for defence, but they did not attack. The Bill was eventually adopted without a division.

SHANGHAI TRADE.

Messrs. Ilbert & Co.'s Piece Goods Market Report says:—

Fresh orders from the country have not been much in evidence during the week, demand in consequence have been of rather a quiet character, owing to a great extent to the broken weather that has been experienced throughout some of the nearer provinces, and the fears entertained inland as regards crop damage through the heavy rains. In a country dependent solely upon agriculture for its very existence, it is not surprising that the demand for imports is depressed or exhilarated according to the state of the weather, and a spell of sunshine such as occurred throughout July would rapidly brighten up the market again. Meanwhile, clearances from stock continue upon a free scale, and the figures of supplies on hand are daily dwindling.

SHIPPING NOTES.

According to the *Lloyd's Register* ship-building returns, 442 merchant vessels of 1,806,923 tons gross were under construction in the United Kingdom on June 30, against 477 vessels at the same time last year.

The Canadian Pacific Company have acquired the Ellerman liner *City of Poota*, 4,784 tons net register, built in 1912. She is a twin-screw steamer, with about 9,000 tons deadweight, with extension saloon passenger accommodation. The price paid is said to be about 225,000.

INTIMATIONS

LANE, CRAWFORD & Co.

AGENTS FOR

CUTLER, PALMER & CO.'S

WINES AND SPIRITS.

A FEW SPECIALITIES:

NAPIER JOHNSTONE'S

WHISKY

SQUARE BOTTLE

UNVARIED FOR 150 YEARS.

VERY SUPERIOR OLD

COGNAC ****

BOTTLED IN FRANCE, HIGHLY RECOMMENDED

INVALID PORT.

A VERY CHOICE WINE, MOST SUITABLE FOR INVALIDS

OLD TAWNY PORT.

SOFT AND SILKY (15 YEARS IN WOOD)

AMOROSO SHERRY.

A SPECIALLY SELECTED CHOICE OLD WINE

VINO DE PASTO

DRY, PALE, EXCELLENT DINNER WINE.

LANE, CRAWFORD & CO.,

WINE, SPIRIT & CIGAR MERCHANTS.

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

[22]

NEW ADVERTISEMENTS

TO LET.

OFFICES and GODOWNS in Duddell Street.
Apply to—
HONGKONG, 21st August, 1915. [884]

TO LET.

ONE ROOM, Seymour Road, suitable for a Lady or Bachelor. No board.
Apply to—
Care of "Daily Press" Office.
Hongkong, 23rd August, 1915. [885]

WANTED.

JAPANESE, 31 years of age, Married, seeks position as General Work Assistant or Bookkeeper. Experience on Accounting Staff of Bank and as Clerk of Shipyard. Full investigation courted. Salary to be settled after trial.
Write—
O. SAKAI,
No. 11, D'Almeida Street.
Hongkong, 18th August, 1915. [871]

G. 2 R.

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the General Police Station between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 10th July, 1915. [738]



GIVE YOUR RAZOR A

NEW LEASE OF LIFE.

Remember we do all kinds of grinding and edge making. We sharpen Clippers, Shears, Scissors, per Pocket Knives, Surgical Instruments, etc.
WE SHARPEN EVERYTHING.
CAMPBELL, MOORE & Co., LTD.
Hongkong, 22nd July, 1915. [687]

JUST RECEIVED.

SEEDS.

GRACA & CO.

No. 11, CAHNS ROAD,
Hongkong.
Hongkong, 18th August, 1915. [725]

NEW CARTRIDGES.

Popular English Manufacturers.
In all Bore and Size.

SMOKELESS POWDER and CHILLET SHOT. From No. 10 to 558G. at \$5.97 and \$7.50 per 100. SPORTING REQUISITES and ALKIGUNS in Variety.
Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915. [509]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of Every Description in Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
TELEPHONE 1219.
Hongkong, 4th February, 1915. [516]

香港中外新報

CHUNG-NGOI-SAN PO

(Chinese Daily Press)

PUBLISHED DAILY

Is the oldest and still immeasurably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS

Circulates largely throughout Southern China Indo-China etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong, 151, Fleet Street, London or from the different Agents

Documents translated from or into Chinese or Colloquial Chinese.

PUBLIC COMPANIES

HONGKONG ICE COMPANY, LTD.

NOTICE.

IN Accordance with the Provisions of No. 111 of the Articles of Association the General Managers have this Day declared an INTERIM DIVIDEND for the half-year ended 30th June, 1915, of TWO DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after TUESDAY, 24th instant.
The TRANSFER BOOKS of the Company will be CLOSED from the 13th to 23rd instant, both days inclusive.
JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, 9th August, 1915. [849]

HONGKONG HOTEL CO., LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel on SATURDAY, the 28th August, 1915, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1915, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.
The TRANSFER BOOKS of the Company will be CLOSED from 21st to 28th August, 1915, both days inclusive.
By Order of the Board,
J. H. TAGGART,
Acting Secretary.
Hongkong, 16th August, 1915. [869]

FRENCH LESSONS

G. MOUSSON.

15, MORRISON HILL ROAD.

[794]

DRINK

ALLSOPP'S

BRITISH PILSENER

BEER.

SOLE AGENTS:

CALDBECK,

MACGREGOR & CO.

WINE & SPIRIT MERCHANTS.

15, QUEEN'S ROAD CENTRAL.

[46]

TO LET.

OFFICES in St. George's Building, Second Floor, overlooking Harbour. Immediate possession.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, 2nd December, 1914. [83]

TO LET.

A HOUSE in Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st March, 1915. [45]

TO LET.

From 1st March.
GODOWN, No. 3, Duddell Street.
Apply to—
A. B. AVASIA,
Care of E. PARASKE,
No. 1, Duddell Street.
Hongkong, 2nd February, 1915. [244]

TO LET.

No. 4, "FAIRVIEW," Nathan Road, Kowloon.
No. 2, DES VOEUX VILLAS, 52, THE PEAK.
"HAZELDENE," No. 53, Robinson Road, 5 ROOMS with Garden and Tennis Court.
No. 3, "THE ALBANY,"
ROOMS, in Duddell Street.
"ROSEBATH," 2, Hankow Rd., Kowloon.
No. 6, BELLILIOS TERRACE, with entrance on Conduit Road.
No. 27, BELLILIOS TERRACE, with entrance in Conduit Road. In very good order.
ONE GODOWN, No. 8, Burrows Street, Wanchoi.
TWO GODOWNS, in Duddell Street.
"WOODBURY," No. 4, Hankow Road, Kowloon.
"WESTWARD HO," Bonham Road.
"MERION," No. 6, TEN PEAK, Unfurnished (8 Rooms).
"ROGATE," Austin Road, Kowloon.
No. 2, DES VOEUX VILLAS, 51, PEAK (Unfurnished).
No. 58, THE PEAK (CAMERON VILLAS).
Apply to—
KINSEAD & DAVIS,
3rd Floor, Alexander Buildings.
Hongkong, 23rd August, 1915. [43]

TO LET.

From 1st March.
GODOWN, No. 3, Duddell Street.
Apply to—
A. B. AVASIA,
Care of E. PARASKE,
No. 1, Duddell Street.
Hongkong, 2nd February, 1915. [244]

TO LET.

No. 4, "FAIRVIEW," Nathan Road, Kowloon.
No. 2, DES VOEUX VILLAS, 52, THE PEAK.
"HAZELDENE," No. 53, Robinson Road, 5 ROOMS with Garden and Tennis Court.
No. 3, "THE ALBANY,"
ROOMS, in Duddell Street.
"ROSEBATH," 2, Hankow Rd., Kowloon.
No. 6, BELLILIOS TERRACE, with entrance on Conduit Road.
No. 27, BELLILIOS TERRACE, with entrance in Conduit Road. In very good order.
ONE GODOWN, No. 8, Burrows Street, Wanchoi.
TWO GODOWNS, in Duddell Street.
"WOODBURY," No. 4, Hankow Road, Kowloon.
"WESTWARD HO," Bonham Road.
"MERION," No. 6, TEN PEAK, Unfurnished (8 Rooms).
"ROGATE," Austin Road, Kowloon.
No. 2, DES VOEUX VILLAS, 51, PEAK (Unfurnished).
No. 58, THE PEAK (CAMERON VILLAS).
Apply to—
KINSEAD & DAVIS,
3rd Floor, Alexander Buildings.
Hongkong, 23rd August, 1915. [43]

TO LET.

No. 4, "FAIRVIEW," Nathan Road, Kowloon.
No. 2, DES VOEUX VILLAS, 52, THE PEAK.
"HAZELDENE," No. 53, Robinson Road, 5 ROOMS with Garden and Tennis Court.
No. 3, "THE ALBANY,"
ROOMS, in Duddell Street.
"ROSEBATH," 2, Hankow Rd., Kowloon.
No. 6, BELLILIOS TERRACE, with entrance on Conduit Road.
No. 27, BELLILIOS TERRACE, with entrance in Conduit Road. In very good order.
ONE GODOWN, No. 8, Burrows Street, Wanchoi.
TWO GODOWNS, in Duddell Street.
"WOODBURY," No. 4, Hankow Road, Kowloon.
"WESTWARD HO," Bonham Road.
"MERION," No. 6, TEN PEAK, Unfurnished (8 Rooms).
"ROGATE," Austin Road, Kowloon.
No. 2, DES VOEUX VILLAS, 51, PEAK (Unfurnished).
No. 58, THE PEAK (CAMERON VILLAS).
Apply to—
KINSEAD & DAVIS,
3rd Floor, Alexander Buildings.
Hongkong, 23rd August, 1915. [43]

TO LET.

No. 4, "FAIRVIEW," Nathan Road, Kowloon.
No. 2, DES VOEUX VILLAS, 52, THE PEAK.
"HAZELDENE," No. 53, Robinson Road, 5 ROOMS with Garden and Tennis Court.
No. 3, "THE ALBANY,"
ROOMS, in Duddell Street.
"ROSEBATH," 2, Hankow Rd., Kowloon.
No. 6, BELLILIOS TERRACE, with entrance on Conduit Road.
No. 27, BELLILIOS TERRACE, with entrance in Conduit Road. In very good order.
ONE GODOWN, No. 8, Burrows Street, Wanchoi.
TWO GODOWNS, in Duddell Street.
"WOODBURY," No. 4, Hankow Road, Kowloon.
"WESTWARD HO," Bonham Road.
"MERION," No. 6, TEN PEAK, Unfurnished (8 Rooms).
"ROGATE," Austin Road, Kowloon.
No. 2, DES VOEUX VILLAS, 51, PEAK (Unfurnished).
No. 58, THE PEAK (CAMERON VILLAS).
Apply to—
KINSEAD & DAVIS,
3rd Floor, Alexander Buildings.
Hongkong, 23rd August, 1915. [43]

TO LET.

No. 4, "FAIRVIEW," Nathan Road, Kowloon.
No. 2, DES VOEUX VILLAS, 52, THE PEAK.
"HAZELDENE," No. 53, Robinson Road, 5 ROOMS with Garden and Tennis Court.
No. 3, "THE ALBANY,"
ROOMS, in Duddell Street.
"ROSEBATH," 2, Hankow Rd., Kowloon.
No. 6, BELLILIOS TERRACE, with entrance on Conduit Road.
No. 27, BELLILIOS TERRACE, with entrance in Conduit Road. In very good order.
ONE GODOWN, No. 8, Burrows Street, Wanchoi.
TWO GODOWNS, in Duddell Street.
"WOODBURY," No. 4, Hankow Road, Kowloon.
"WESTWARD HO," Bonham Road.
"MERION," No. 6, TEN PEAK, Unfurnished (8 Rooms).
"ROGATE," Austin Road, Kowloon.
No. 2, DES VOEUX VILLAS, 51, PEAK (Unfurnished).
No. 58, THE PEAK (CAMERON VILLAS).
Apply to—
KINSEAD & DAVIS,
3rd Floor, Alexander Buildings.
Hongkong, 23rd August, 1915. [43]

TO LET.

No. 4, "FAIRVIEW," Nathan Road, Kowloon.
No. 2, DES VOEUX VILLAS, 52, THE PEAK.
"HAZELDENE," No. 53, Robinson Road, 5 ROOMS with Garden and Tennis Court.
No. 3, "THE ALBANY,"
ROOMS, in Duddell Street.
"ROSEBATH," 2, Hankow Rd., Kowloon.
No. 6, BELLILIOS TERRACE, with entrance on Conduit Road.
No. 27, BELLILIOS TERRACE, with entrance in Conduit Road. In very good order.
ONE GODOWN, No. 8, Burrows Street, Wanchoi.
TWO GODOWNS, in Duddell Street.
"WOODBURY," No. 4, Hankow Road, Kowloon.
"WESTWARD HO," Bonham Road.
"MERION," No. 6, TEN PEAK, Unfurnished (8 Rooms).
"ROGATE," Austin Road, Kowloon.
No. 2, DES VOEUX VILLAS, 51, PEAK (Unfurnished).
No. 58, THE PEAK (CAMERON VILLAS).
Apply to—
KINSEAD & DAVIS,
3rd Floor, Alexander Buildings.
Hongkong, 23rd August, 1915. [43]

TO LET.

No. 4, "FAIRVIEW," Nathan Road, Kowloon.
No. 2, DES VOEUX VILLAS, 52, THE PEAK.
"HAZELDENE," No. 53, Robinson Road, 5 ROOMS with Garden and Tennis Court.
No. 3, "THE ALBANY,"
ROOMS, in Duddell Street.
"ROSEBATH," 2, Hankow Rd., Kowloon.
No. 6, BELLILIOS TERRACE, with entrance on Conduit Road.
No. 27, BELLILIOS TERRACE, with entrance in Conduit Road. In very good order.
ONE GODOWN, No. 8, Burrows Street, Wanchoi.
TWO GODOWNS, in Duddell Street.
"WOODBURY," No. 4, Hankow Road, Kowloon.
"WESTWARD HO," Bonham Road.
"MERION," No. 6, TEN PEAK, Unfurnished (8 Rooms).
"ROGATE," Austin Road, Kowloon.
No. 2, DES VOEUX VILLAS, 51, PEAK (Unfurnished).
No. 58, THE PEAK (CAMERON VILLAS).
Apply to—
KINSEAD & DAVIS,
3rd Floor, Alexander Buildings.
Hongkong, 23rd August, 1915. [43]

TO LET.

No. 4, "FAIRVIEW," Nathan Road, Kowloon.
No. 2, DES VOEUX VILLAS, 52, THE PEAK.
"HAZELDENE," No. 53, Robinson Road, 5 ROOMS with Garden and Tennis Court.
No. 3, "THE ALBANY,"
ROOMS, in Duddell Street.
"ROSEBATH," 2, Hankow Rd., Kowloon.
No. 6, BELLILIOS TERRACE, with entrance on Conduit Road.
No. 27, BELLILIOS TERRACE, with entrance in Conduit Road. In very good order.
ONE GODOWN, No. 8, Burrows Street, Wanchoi.
TWO GODOWNS, in Duddell Street.
"WOODBURY," No. 4, Hankow Road, Kowloon.
"WESTWARD HO," Bonham Road.
"MERION," No. 6, TEN PEAK, Unfurnished (8 Rooms).
"ROGATE," Austin Road, Kowloon.
No. 2, DES VOEUX VILLAS, 51, PEAK (Unfurnished).
No. 58, THE PEAK (CAMERON VILLAS).
Apply to—
KINSEAD & DAVIS,
3rd Floor, Alexander Buildings.
Hongkong, 23rd August, 1915. [43]

TO LET.

No. 4, "FAIRVIEW," Nathan Road, Kowloon.
No. 2, DES VOEUX VILLAS, 52, THE PEAK.
"HAZELDENE," No. 53, Robinson Road, 5 ROOMS with Garden and Tennis Court.
No. 3, "THE ALBANY,"
ROOMS, in Duddell Street.
"ROSEBATH," 2, Hankow Rd., Kowloon.
No. 6, BELLILIOS TERRACE, with entrance on Conduit Road.
No. 27, BELLILIOS TERRACE, with entrance in Conduit Road. In very good order.
ONE GODOWN, No. 8, Burrows Street, Wanchoi.
TWO GODOWNS, in Duddell Street.
"WOODBURY," No. 4, Hankow Road, Kowloon.
"WESTWARD HO," Bonham Road.
"MERION," No. 6, TEN PEAK, Unfurnished (8 Rooms).
"ROGATE," Austin Road, Kowloon.
No. 2, DES VOEUX VILLAS, 51, PEAK (Unfurnished).
No. 58, THE PEAK (CAMERON VILLAS).
Apply to—
KINSEAD & DAVIS,
3rd Floor, Alexander Buildings.
Hongkong, 23rd August, 1915. [43]

TO LET.

No. 4, "FAIRVIEW," Nathan Road, Kowloon.
No. 2, DES VOEUX VILLAS, 52, THE PEAK.
"HAZELDENE," No. 53, Robinson Road, 5 ROOMS with Garden and Tennis Court.
No. 3, "THE ALBANY,"
ROOMS, in Duddell Street.
"ROSEBATH," 2, Hankow Rd., Kowloon.
No. 6, BELLILIOS TERRACE, with entrance on Conduit Road.
No. 27, BELLILIOS TERRACE, with entrance in Conduit Road. In very good order.
ONE GODOWN, No. 8, Burrows Street, Wanchoi.
TWO GODOWNS, in Duddell Street.
"WOODBURY," No. 4, Hankow Road, Kowloon.
"WESTWARD HO," Bonham Road.
"MERION," No. 6, TEN PEAK, Unfurnished (8 Rooms).
"ROGATE," Austin Road, Kowloon.
No. 2, DES VOEUX VILLAS, 51, PEAK (Unfurnished).
No. 58, THE PEAK (CAMERON VILLAS).
Apply to—
KINSEAD & DAVIS,
3rd Floor, Alexander Buildings.
Hongkong, 23rd August, 1915. [43]

TO LET.

No. 4, "FAIRVIEW," Nathan Road, Kowloon.
No. 2, DES VOEUX VILLAS, 52, THE PEAK.
"HAZELDENE," No. 53, Robinson Road, 5 ROOMS with Garden and Tennis Court.
No. 3, "THE ALBANY,"
ROOMS, in Duddell Street.
"ROSEBATH," 2, Hankow Rd., Kowloon.
No. 6, BELLILIOS TERRACE, with entrance on Conduit Road.
No. 27, BELLILIOS TERRACE, with entrance in Conduit Road. In very good order.
ONE GODOWN, No. 8, Burrows Street, Wanchoi.
TWO GODOWNS, in Duddell Street.
"WOODBURY," No. 4, Hankow Road, Kowloon.
"WESTWARD HO," Bonham Road.
"MERION," No. 6, TEN PEAK, Unfurnished (8 Rooms).
"ROGATE," Austin Road, Kowloon.
No. 2, DES VOEUX VILLAS, 51, PEAK (Unfurnished).
No. 58, THE PEAK (CAMERON VILLAS).
Apply to—
KINSEAD & DAVIS,
3rd Floor, Alexander Buildings.
Hongkong, 23rd August, 1915. [43]

HOUSES TO LET

TO LET.

NORMAN COTTAGE, No. 2, Peak Road, 4 GOOD ROOMS. Immediate possession.
Apply to—
PERCY SMITH, SETH & FLEMING.
Hongkong, 20th August, 1915. [875]

TO LET.

HARPERVILLE, Garden Road, SEVEN ROOMS, Very Large Dining Room, immediate possession, house in excellent order. Tennis Court and Garden.
Apply to—
PERCY SMITH, SETH & FLEMING.
Hongkong, 20th August, 1915. [876]

TO LET—FURNISHED.

FOREBANK EAST, No. 165, THE PEAK, Tennis Court. From September.
Apply to—
Care of "Daily Press" Office.
Hongkong, 18th August, 1915. [870]

OFFICES TO LET.

No. 6, DES VOEUX ROAD, 1st Floor.
Apply to—
JOSEPH BROTHERS.
Hongkong, 17th August, 1915. [867]

TO LET.

FROM 1st September, that part of the building known as "STONEHENGE," No. 6, Robinson Road, now in the occupation of the Nippon Yusen Kaisha, particularly suitable for a Boarding House.
Apply to—
DAVID SASSOON & Co., LTD.
Hongkong, 10th August, 1915. [817]

TO LET.

BRITISH CONCESSION, SHAMEEN.
ONE THREE-ROOMED FLAT, also Good Office and Godown accommodation.
Apply to—
T. E. GRIFFITH, LTD.,
Canton, 29th July, 1915. [798]

TO LET.

FROM 1st September next, desirable SIX and EIGHT ROOMED Residences in Broadwood and Wong-Nai-Chong Roads, the latter commanding a Fine View of the Race Course.
For terms and particulars, apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 16th July, 1915. [767]

TO LET.

HOUSES in LYEMOON VILLAS and TORRES BUILDINGS, ready for occupation from the 1st August next.
Apply to—
SPANISH DOMINICAN RECOGNITION.
Hongkong, 16th July, 1915. [801]

NOTICE.

TO LET—A HOUSE at Observatory Villa, Kowloon.
Apply to—
ARRATON V. APCAR & Co.
Hongkong, 6th July, 1915. [729]

TO LET.

WHOLE or PART SHOP in Chater Road.
Apply to—
CLARK & Co.,
Opticians.
Hongkong, 29th June, 1915. [705]

TO LET.

2ND FLOOR No. 1, DUDDELL STREET, for Office or Dwellings.
Apply within.
Hongkong, 1st June, 1915. [616]

TO LET.

FOUR-ROOMED FLATS in Hanoi Road, Kowloon, and MAYROAD, Hongkong, with possession in October next. English Baths and Kitchen Ranges, Hot and Cold Water, Electric Light. First Class Modern Apartments throughout, including Water Carriage System.
"PENYBREW," Minden Row, Kowloon, 6-Roomed House with Tennis Court.
2, MINDEN VILLAS, Kowloon, 6-Roomed House with Tennis Court.
FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
FLATS in Nathan Road, Kowloon.
A FLAT in Humphrey's Buildings, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexander Buildings.
Hongkong, 17th July, 1915. [858]

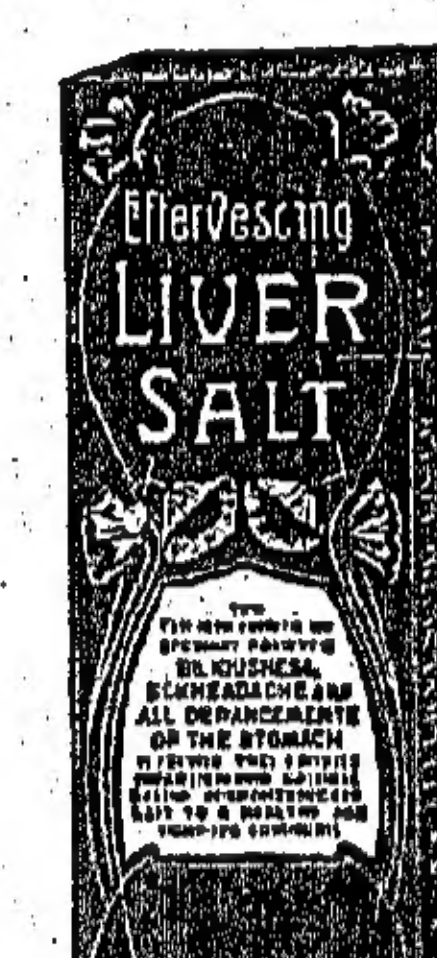
TO LET.

HOUSES in CLIFFTON GARDENS, Conduit Road.
OFFICES, facing the Harbour between the Hongkong Club and Post Office.
59, THE PEAK "THE RETREAT."
21, WONG-NEI-CHONG ROAD.
GODOWNS, New Praya, Kennedy Town.
GODOWNS, at Wanchai Road.
Apply, etc.
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st April, 1915. [88]

INTIMATION



FOR THE MORNING AFTER THE NIGHT BEFORE TAKE WATSON'S



SOLD ONLY BY

A. S. WATSON & CO., LTD.

HONGKONG AND CHINA.

of months ago by something like five hundred miles. It is now a question whether the enemy, having suffered in the adventure prodigious losses, will entrench or will take the further risk of attempting to still further develop his successes. A confidential order by General von MACKENSEN found on a captured German officer some weeks ago revealed that he was looking far beyond the capture of Warsaw. "If we have succeeded in one month in destroying all the Russian preparations to defend Galicia, which have taken ten months of their occupation of the province to build up," wrote General von MACKENSEN, "we certainly shall in even shorter time occupy the historic former capital of Russia (Kieff) and conquer the whole of South-West Russia." If this is the ambition in the south, the naval operations in the Gulf of Riga indicate that Germany in the north may also make an effort to menace Petrograd. A German Professor, named SOULMAN, who lived for a long time in Russia, published a little while ago in a German journal a most instructive article, which was translated and published in almost all the Russian newspapers. "We must capture Warsaw," this strategist declared, "but we must understand that the loss of the Polish capital and Polish territory will not worry the Russians very much, because the Russians, even before the war, were prepared to abandon Warsaw to us. Our main blow must be directed on the Baltic provinces, and, beside Libau, we must take Riga and menace Petrograd. Not Moscow, but Petrograd is the real heart of Russia, and on the northern capital of Russia must be directed our mortal blow." The bellicose professor is sure that when the Germans are masters of Petrograd they will become the conquerors of Finland, and as a consequence will be rulers of the whole Baltic Sea. "Is this not a wonderful illustration of the phantasmagoria of the German strategists and publicists whose real place is in a lunatic asylum?" asks a British military writer. Well, even the most amateur strategist can perceive that such a development would bring all Germany's hopes to a fatal end much sooner than is likely to be the case if Germany, when once she has straightened her line, were content to entrench and endeavour to hold the country gained westward of it. What must not be forgotten is that the gigantic German effort has entirely failed to destroy the Russian Army. Mr. HILAIRE BELLOC, one of the most illuminating writers on the war in the British Press, wrote a month ago:—
"The enemy's wastage proceeds at about five or six times the rate which can be repaired by recruitment. Meanwhile the Allied forces suffer from a wastage less than the amount which can ultimately be repaired by recruitment—i.e., Russia has actually ready and trained, though not yet equipped, more men behind her fighting line than all the men she has lost. Great Britain has actually ready and trained in the West, though not yet fully equipped, more men than have been lost in every fashion to all the Western Allied forces during the whole war between Switzerland and the sea. Further, Great Britain and Russia have behind them again further fields of recruitment. The enemy has none."
"What about equipment and munitions? The enemy has full equipment for his diminishing numbers. Within a certain calculable limit of time known to the higher command of the Allies, all this immense untouched reserve, East and West, will be fully equipped. With every passing week a larger and larger proportion receive their equipment; the plant for increasing the output is itself rapidly growing, and the neutral supplies of the world are open to the Allies as well.
"It is the same with munitions. Had we stopped cotton going into Germany, the war would already have been over. The obvious conclusion from this is that with the Grand Alliance unbroken the purely military result of the campaign cannot even be a draw, as the great mass of the enemy now confidently expect. Granted the tenacity of the Allies, victory final and complete is inevitable for them, and Italy's declaration of war against Turkey should materially hasten that result. Germany had prepared for this war for years on a scale which has astonished the world, and it would indeed have been surprising if Germany in the circumstances had not achieved some amount of success against her unprepared foes. Had England, France and Russia been only half as well prepared as Germany the terms of peace would probably have been dictated in Berlin by this time. We cannot doubt that the present inactivity on the western front is all in accordance with well-considered plans, and we look forward with confidence to seeing the enemy in due time driven back on the East as well as on the West upon his own territory, where the decisive battles of the war are destined to be fought.
Engineer-Lieutenant W. H. Edwards has been appointed to H.M.S. *Tamar*, Hongkong, with effect from 6th inst.

Mails for Europe via Siberia close tomorrow at 11 a.m. and at 3 p.m.
The name of Dr. S. R. Krishnan has been added to the register of medical practitioners.
The fourth gnykhana of the season is fixed for Saturday, 11th September. The programme is one of six events.
The names of the Mongolian Product Co., Ltd., and the Provident Rubber Estates, Ltd., have been struck off the Hongkong Register.
The *Gazette* contains additions made to the list of goods the exportation of which is prohibited to all destinations other than the United Kingdom and its possessions.
The *Gazette* contains a notification from the Secretary of State intimating that members of the Colonial Service are not to resign their posts without permission.
It was indicated in error in a list we published on Saturday that Mr. J. K. Swire had been killed in action. It was Mr. J. K. Swire's younger brother who was killed.
Lieutenant A. J. Parkes, who has just been given his commission from the rank of Chief Gunner for gallantry on the field, was serving on the China Station some years ago.
Mr. William Murray, of Rutherglen, Glasgow, late manager at the Hongkong and Shanghai Bank, Shanghai, left personal estate in the United Kingdom valued at £29,769.
Professor Thomas Lowndes Bullock, Professor of Chinese at Oxford University, who died on March 20, aged 69, left estate valued at £20,123 gross, with net personally £15,741.
On his Coronation Day, November 10th, the Emperor of Japan, says a Reuter dispatch from San Francisco, will be presented with a Bible, printed in English and bound in white leather—the first English Bible, it is said, to enter the Imperial Palace of Japan. It is to be the gift of 4,000 Japanese members of Christian churches in America.
The *Gazette* contains the following appointments:—Mr. D. W. Craddock and Mr. H. W. Bird re

THE WAR.

SINKING OF THE "ARABIC."

THE FEELING IN AMERICA.

ITALY DECLARES WAR AGAINST TURKEY.

GERMAN CRUISER AND THREE DESTROYERS SUNK.

ATTITUDE OF PERSIA.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

THE SINKING OF THE "ARABIC."

AMERICAN GOVERNMENT INQUIRIES.

LONDON, August 21st.

The latest official list of people who were on the *Arabic* when she was sunk shows that there are missing two American and nine British passengers and forty of the crew.

Washington messages show that tension throughout America has increased on receipt of affidavits by American survivors that the *Arabic* was sunk without warning and that some Americans were drowned.

The American officials are raising only one point, viz., whether possibly the *Arabic* attempted to ram the submarine or, after changing her course to assist the *Dundee*, she was mistaken by the commander of the submarine for a hostile vessel.

The general opinion is that the Government must decide whether or not she will sever diplomatic relations with Germany.

A Washington telegram says that President Wilson has instructed the American representative in England to take the affidavits of the Americans rescued from the *Arabic*.

It is stated in New York that in the event of a diplomatic rupture over the *Arabic* two immediate steps are contemplated—the internment of the tens of thousands of Germans and Austrians who are not naturalised, and the attachment of all German ships in American ports. Steps have recently been taken to secure a census of alien Germans, and arrangements for concentration camps have been made. Other contemplated measures are the arrest of German-Americans continuing to preach sedition and a rigorous censorship of the German newspapers published in the United States.

MAILS ON THE "ARABIC" LOST.

LONDON, August 22nd.

There were 2,813 bags of mails on board the *Arabic*, of which some hundreds were from neutral countries.

GERMAN CRUISER TORPEDOED.

BRITISH SUBMARINE AT WORK IN THE BALTIC.

PETROGRAD, August 21st.

It is officially announced that a British submarine has torpedoed a German cruiser in the Baltic Sea.

THE RUSSIAN FLEET.

PRINCIPAL UNITS NOT IN GULF OF RIGA.

PETROGRAD, August 22nd.

The principal units of the Russian Baltic Fleet are not in the Gulf of Riga, which was protected by minor warships and mines.

THREE GERMAN TORPEDO-BOATS MINED.

LONDON, August 22nd.

A Berlin communiqué admits that three German torpedo-boats were mined (in the Gulf of Riga) and claims that two Russian gunboats and one torpedo-boat were lost.

[THROUGH REUTER'S AGENCY.]

THE UNLUCKY E13.

GERMANS FIRE ON SHIPWRECKED BRITISH SAILORS.

LONDON, August 21st.

The Admiralty announced that German destroyers attacked E 13 at Saltholm. The submarine was unable to reply, being aground and afire. The Germans fired machine-guns and shrapnel at the men in the water. Danish torpedo-boats steamed between the submarine and the Germans and forced the latter to cease fire and withdraw.

COPENHAGEN, August 21st.

Lieut. Commander Layton, Lieutenant Eddie, Acting-Lieutenant Garriock, and twelve men were saved from the E13. Fourteen dead have been landed, and one is missing.

Two wounded men were brought by a Danish cruiser to Copenhagen, where they were taken to hospital. Both had lost their clothes, and were wrapped in blankets.

A Berlin official statement says that the E 13 was destroyed in the southern outlet.

STATEMENT BY THE BRITISH ADMIRALTY.

LATER.

The Admiralty has issued a statement which says that submarine E 13 grounded at dawn on the 16th inst. All efforts to refloat her were unavailing. A Danish torpedo-boat arrived on the scene and gave the submarine twenty-four hours to get off. A German destroyer arrived close to the submarine, but withdrew on the arrival of two more torpedo boats which anchored close to the submarine.

Two German destroyers approached from the South at nine o'clock in the morning and fired a torpedo at a distance of 300 yards and missed. At the same moment a German destroyer opened fire with all its guns and the submarine was abandoned.

SUBMARINE PIRACY.

LONDON, August 22nd.

Two British 3,000-ton cargo steamers—the *Benzarick* and the *Gladiator*—and the steamers *Bittern* and *Samara* have been sunk. The crews were saved.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

A FEATURELESS DAY.

PARIS, August 21st.

To-day's communiqué is featureless, except for a heavy night cannonade between Artois and the Vosges, and mine fighting in Argonne. Feeble infantry attacks were repulsed.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

RUSSIANS BRING DOWN A ZEPPELIN.

PETROGRAD, August 22nd.

Russian fire brought down a Zeppelin approaching Vilna.

Two officers and a crew of eight were captured.

The airship contained a small machine-gun, and a quantity of explosive and incendiary bombs.

GERMANS OCCUPY BIELSK.

LONDON, August 22nd.

A German official announcement states that the Germans have occupied Bielsk.

GENERAL.

[THROUGH REUTER'S AGENCY.]

HOSTILE ATTITUDE OF PERSIA.

RUSSIAN'S SIGNIFICANT MOVE.

PETROGRAD, August 21st.

Owing to the daily growth of anarchy in Persia and the anti-British and anti-Russian movement, Russia is increasing her troops in Persia.

The *Nouvelles* learns that the Germans have been purchasing copper articles throughout Persia, and are negotiating to buy old copper and bronze guns in the Teheran Arsenal.

PURGING FRENCH WAR OFFICE.

TWO-THIRD OF OFFICIALS CHANGED.

PARIS, August 21st.

The Chamber of Deputies re-assembled, and debated the Estimate of the new Under-Secretaries of War.

M. Millerand, the Minister for War, replying to criticisms of the Medical Service, admitted that it was incomplete at the beginning of the war, when only a fifth of the necessary 15,000 surgeons were available, but all the difficulties had been surmounted. No fears need be entertained as regards ammunition, clothing and food. M. Millerand said that since October he had been forced to change two-thirds of the high officials of the Ministry of War, but rigorous measures were necessary if confidential and cordial relations were to continue between the Minister of War and the Generalissimo, who enjoyed the confidence of the country and Army.

Here members cheered frantically for four minutes.

When M. Millerand mentioned that he had been asked to change the command of the Armies a Deputy shouted "Nobody here over-made such a demand."

M. Millerand concluded by saying that Parliamentary control had never been interfered with, but power must be given to the Military Authorities. As General Joffre said, "In war time every one must be subordinated to the Chief." M. Millerand added: "Our Allies rely on our wisdom. Our enemies hope for dissensions among us. Let us remain wise and united till victory is achieved."

GERMANY'S WAR EXPENDITURE.

AMSTERDAM, August 22nd.

The Secretary of the Treasury, in the Reichstag, admitted that the war expenditure was exceeding the estimate. One month's war expenditure was greater by one-third than the whole cost of the Franco-Prussian war. He announced that it was not intended to increase the burden of the people by new taxation. The heavy burden of thousands of millions of marks would be borne through decades by the instigators of the war, not only by Germany. A great propaganda would be conducted in support of the new war loan, but not by the sensational English advertising methods.

The Reichstag passed the second reading of the war loan.

DUTCH PAPERS ON DR. HOLLWEG'S HUNKUM.

AMSTERDAM, August 21st.

Discussing Dr. Bethmann-Hollweg's speech in the Reichstag the *Handelsblad* says: No Dutchman can regard with unconcern the German ideas of victory, the attainment of which is directly opposed to Dutch interests. It is now certain that the war will become more bitter and more prolonged than anybody had feared. All reports indicate that the British and French armies have become very strong. They must undoubtedly be annihilated before England and France consent to peace. We do not believe in such a possibility.

The *Nieuw van den Dag* scoffs at Dr. Bethmann-Hollweg's speech and the docility of the Reichstag and says: It cannot be said that England oppresses conquered peoples, but to hear Dr. Bethmann-Hollweg say that Germany does not threaten small nations after the worst political crime in history committed in Belgium and Luxemburg—well, that is the limit!

[THROUGH REUTER'S AGENCY.]

ITALY DECLARES WAR AGAINST TURKEY.

LONDON, August 22nd.

Italy has declared war against Turkey.

FRANCE AND THE WAR.

A SECRET SESSION.

PARIS, August 21st.

It is officially stated that the Government has summoned the Chamber to meet in secret session to hear a statement regarding the war.

COTTON DECLARED CONTRABAND.

LONDON, August 21st.

The Government has declared cotton to be absolute contraband.

THE BRITISH "EYE-WITNESS."

LONDON, August 21st.

The appointment of Lieut. Colonel Swinton (formerly the British "Eye-witness" at Headquarters), to be Secretary of the Imperial Defence Committee is only temporary, during the absence of Colonel Halsey.

THE ADVERSE AMERICAN EXCHANGE.

A BRITISH MISSION.

LONDON, August 22nd.

The Committee of the clearing house of bankers has resolved to request Sir Edward Holden to proceed to New York to deal, as their representative, with the adverse American exchange. Two other envoys accompany him.

HOARDED WEALTH OF INDIA.

ADVICE TO CHANCELLOR OF EXCHEQUER.

LONDON, August 21st.

The *Times*, in an article, hopes that when the Chancellor of the Exchequer has to raise fresh funds he will make efforts to tap the hoarded wealth of India, which could be done if the conditions of the Loan were made sufficiently attractive, if full and easy facilities were given to the very smallest investors, and red tape eliminated. India is waiting to be asked.

LIVERPOOL COTTON WAREHOUSE GUTTED.

LONDON, August 22nd.

A cotton warehouse at Liverpool belonging to the Warehousing Company of Bootle has been gutted by fire. The damage is estimated at several thousands of pounds sterling.

DEATH OF A GERMAN CHEMIST.

LONDON, August 22nd.

Professor Ehrlich, inventor of Salvarsan, died suddenly in his laboratory at Homburg.

[Telegrams received on Saturday, and published in an "Extra" on Sunday, will be found on page 6.]

CHINESE TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

THE JAPANESE MILITARY ZONE IN SHANTUNG.

PEKING, August 22nd.

The Japanese have agreed to the removal of the light railway and wireless station at Lungkow; also to the withdrawal of troops from Lungkow and Kaomi.

This does not involve the cancellation of the military zone, but it shows a disposition to meet the wishes of the Chinese Government.

ENEMY TRADING IN CHINA.

GOODS IN TRANSIT.

H. M. Consul-General at Shanghai issued the following notification last week:

"His Majesty's Government have now decided that delivery to enemy firms of goods sold to them must be completed by the following dates:

1. In case of goods already in stock in China no later than August 25.

2. Of goods which have not yet arrived but which left the United Kingdom prior to July 25th no later than four or five days after the arrival of cargo in port of discharge in China.

3. Of goods shipped after July 25th, but handed to inland carrier for shipment before July 26th, no later than September 26th.

After the above-mentioned dates the delivery of goods to enemy firms in China will no longer be allowed.

RANDOM REFLECTIONS.

What is a traveller? The question is prompted by the case which was taken against the manager of a local hotel for failing to notify the departure to another part of the Colony of one of his guests. Under the Licensing Laws at home a traveller came to be recognised as a person who had journeyed three miles from the place where he slept overnight. In Hongkong, apparently, a new definition has been established, and any person who leaves his house and seeks temporary shelter in a hotel a hundred yards away falls within the provisions of the Travellers' Restriction Ordinance. So that if one goes up to the Peak to dine, and by reason of losing the last train elects to spend the night at the hotel he is a traveller; but if, instead, he takes a chair back to his home he is not a traveller, though he has travelled twice the distance. Neither the general tenor of the regulations nor common-sense would have indicated this to the lay mind.

There are one or two other points that call for attention in connection with the Ordinance. Thus, the onus is thrown on the hotel management of reporting daily by eleven o'clock in the morning the names and destinations of all departing guests and the steamer or train by which they travel. If they leave by six o'clock in the morning and take the train to Canton this notification would surely be of little use. Again, a resident in a hotel may leave, without announcing his intention, for a week-end vacation. It may be very desirable to know where he has gone, but how is the hotel management to supply the information? The only solution seems to be to enjoin that all applications for passports shall be made to the authorities through him.

I believe I am right in saying that of all the British social and sporting clubs in the Colony there is only one which still retains German names on its roll of membership. This club, curiously enough, is the Royal Hongkong Yacht Club, and they tell me that the Germans in the Concentration Camp at Kowloon are highly amused at the regard which this club is showing them. But, no doubt, their amusement will be short-lived, and now that attention has been drawn to what must be an oversight in the Royal Hongkong Yacht Club will doubtless hasten to divest itself of this unenviable distinction.

The long list of names of Hongkong men who have gone to the front, published a few days ago in the *H.K.*, and subsequently amplified, has surprised many. Personally, I was not aware that over 900 gallant fellows had gone away to do their "bit," and the admiration felt when perusing the long list was only jarred upon by the sad reflections aroused when a marginal star here and there indicated that the great sacrifice had been made. It is hardly a subject for vain boasting, perhaps, but quite recently a Shanghai paper inundated the northern port on the fact that it led the way, or claimed to lead the way, in the East in the matter of sending men to the front. At any rate, Hongkong's list, taken in proportion, will bear comparison with many larger Colonies, and may even cause Shanghai to open its eyes in wonder. Hongkong is nobly doing its share in the war, and when the great conflict is a matter of history we shall be able to look back with few regrets.

Without comment I produce a lady reader's complaint:—"Can you ask the Tramway Co. to clean the seats on their trams thoroughly? I have returned from a ride, and just across the shoulders of a previously spotless white dress is a broad black mark. Twice this week the same thing has happened, and I know many other ladies who have also been forced to assist the laundry people in the same way. Why not fix a strip of white material on the back-rest and let us all ride in comfort and without fear. I would not suggest collusion with the laundry people for worlds."

Hongkong does not go entirely to sleep in the summer heat, as evidence the large number of entries sent in for the Hongkong C.C.'s Men's Doubles. The experiment has been tried in the past without success, but the present members seem to be blessed with much more energy than their predecessors when the glass records 99 odd in the shade; for rigor, tennis does require an unlimited amount of nerve and will-power when you remember the luxury of hammocks swung in the shade of a verandah with the world outside blaring in the sun. But, why not run a weight guessing competition in connection with this tropical tennis tournament? Guess the weight before and after the games of the different competitors, with a consolation award to the player who loses the greatest avoirdupois!

When Americans have a good thing they never neglect to let the world know about it, and so we may believe the *San Francisco Chronicle* when it says that "most inhabitants of the planet have heard of the glorious climate of California." But few of us seem to get any advance intelligence of the glorious climate of San Francisco. I have noticed that they get fog there as well as notices that they get fog here, but these things are held out to lady visitors as a blissful, not only on their own account, but on account of "the account, counter joys to which they lead." Now, if the ladies of America desire any special satisfaction out of this, I can only suggest that they go to the Peak; for I will wager that the Peak fog will lead them to the bargain counter much more frequently than the San Francisco fog. You need never have an excuse for being out of fashion if you live in a Peak fog. This remark applies to furniture as well as to wardrobes.

RODERICK RANDOM.

THE LADY LUGARD HOSPITALITY COMMITTEE.

LOCAL CONTRIBUTIONS TO THE FUND.

The London correspondent of the *N.C. Daily News* says that in reply to an enquiry Lady Lugard writes:—
So far I have not had any reply through Lady Jordan to my appeal for funds for the relief of Belgian refugees in England. From Hongkong, in answer to a similar appeal issued through Lady May and Mr. Montagu Ede., I have received upwards of £1,000, and from Shanghai, where my appeal has been issued by a Committee, the exact formation of which I am not yet acquainted with, under the direction of Sir Haviland and Lady de Saumarez, I have received £500.

I am able to say that of the contributors to my fund at Hongkong (Lau Chu-pai, a Chinese Member of Council, gave £200, and Sir Robert Ho Tung £100). I have not yet received from Shanghai the list of donors—the money itself was cabled to me.

I have been deeply touched by the generosity of the Chinese as well as the British residents of the two places, and though I have not yet received anything through Lady Jordan from Peking I have little doubt that from Peking also I shall receive some substantial contribution to my fund.

I am myself extremely glad of an opportunity to express my heartfelt gratitude for the support I have received from these distant centres.

I may mention that the contributions which have been sent to me do not cover by any means the subscriptions which have been forwarded on a large scale for Belgian relief to the Belgian Government.

MORE BOMB DISCOVERIES.

GOING TO "THE COUNTRY."

A Chinese found in possession of a number of bombs, which he said he was taking to the country at the request of his brother, was brought before Mr. Lindell's Court on Saturday.

A hukong said he stopped a cable apparently in the employ of defendant and searched a basket and box which he was carrying. In the basket he found packages of cases. In the box he found packages of sulphuric acid and chlorate of potassium and a number of detonators, the whole being a complete bomb outfit.

Sergeant Brown said that the Government Analyst had destroyed at once twenty-two packages of fulminate of silver because he said it was too dangerous to be taken to Court—in fact, to be carried across the room.

Defendant was committed for trial.

TRAVELLERS' RESTRICTION ORDINANCE.

HONGKONG HOTEL MANAGER FINED.

Under the new Travellers' Restriction Ordinance, Mr. P. O. Peuster, manager of the Peak Hotel, was fined \$25 by Mr. Wood at the Magistrate's Court on Saturday for failing to notify the Captain Superintendent of Police of the departure of a lady visitor from the hotel. The case was heard on the 14th inst., it being the first of its kind under the new Ordinance.

His worship's judgment was as follows: The "Travellers' Restriction Ordinance 1915" empowers the Captain Superintendent of Police to control the movements of three classes of persons:—

- (1) Persons entering the Colony.
- (2) Persons departing from the Colony.
- (3) Persons suspected of being about to leave the Colony.

In order to carry out his duties, he has ordered the manager of the Peak Hotel to furnish certain particulars relating to visitors staying in the hotel. The manager has failed to comply with these directions in the case of Miss Dorow, who left the hotel on the 1st August. The manager omitted to report her departure to the hotel to the Captain Superintendent of Police. He thereby committed an offence. The duty of the hotel keeper is the same, whether the visitor has lately arrived in the Colony or is a resident therein.

The defendant is convicted and is fined \$25.

DOCTOR OR HERBALIST?

DEFENDANT DISCHARGED.

The case was concluded at the Magistrate's Court on Saturday in which Wong Him, of Caine Road, was summoned for using the title "Doctor" before his name on the plate outside his door.

His worship, in giving judgment, said the facts were not in dispute. The defendant had, since obtaining his Chinese medical qualifications, practised medicine according to Chinese methods for ten years in China and for thirty years in San Francisco, where he had made use of the title in advertisements in the local Press. He returned to Hongkong last year and had called himself "Doctor" here. It seemed to his worship that the use of the word "doctor" in English displayed on a brass plate was a use of the title calculated to make people believe that he was qualified to practice medicine according to modern scientific methods, and that no addition to the title would qualify that effect. The object of the Ordinance would be defeated if the use of the title in such a way was admitted. The next point was whether the defendant had used the words wilfully and falsely, and to do that he must have known before the offence was committed that he was not entitled to use the title. In the present case he (the Magistrate) had no doubt that Mr. Wong Him had been innocent of any desire to deceive the public, and had made the addition of the title to the brass plate with the object of preventing any such effect. He would be discharged.

In answer to a question by Mr. F. C. Jenkin, who appeared for the defence, his worship said he could hardly conceive of any addition whatever that would prevent the use of the title doctor being an offence.

SHIPPING

ARRIVALS.

ASHU, British str., from Canton.
 CHIAN MARU, Japanese str., 1,000, M. Oka
 20th August—Hongkong 17th August.
 Coal-Order.
 HAICHING, British str., 1,207, J. S. Thom-
 son, 22nd August—Swatow 21st Aug.
 General.—Douglas Lapraik & Co.
 HUI, French str., 739, A. Cornillien, 20th
 August—Kwangchow 19th August.
 General.—A. R. Marty.
 HUPH, British str., 1,203, Cole, August
 22nd—Bangkok and Swatow August
 21st. General.—Butterfield & Swire.
 KWANG LEE, Chinese str., 1,509, J. McArthur,
 20th August—Shanghai 17th August.
 General.—C. M. S. N. Co.
 KWONGSANG, British str., from Canton.
 LIANGCHOW, British str., 1,240, Wm. Benson,
 21st August—Shanghai 17th August.
 General.—Butterfield & Swire.
 NAME MARU, Japanese str., 877, N. Hyodo,
 21st August—Keelung 18th August, Coal
 —Osaka Shosen Kaisha.
 NICHIO MARU, Japanese str., 3,386, J. Sone
 21st Aug.—Port Said — Salt—Mitsui
 Bishi Goshi Kaisha.
 HYSON, British str., 4,232, George Moir,
 August 21st—Mika August 17th, Gen-
 eral.—Butterfield & Swire.
 SALAMAH, Dutch str., 1,243, J. Lebing, 21st
 August—Normal 12th August, Ballast—
 Asiatic Petroleum Co.
 TONG, Hong, British str., 1,313, Prym,
 August 21st—Shanghai 18th, General
 Order.
 THONGSA, Dutch str., 1,010, J. V. Vyeboom,
 20th August—Fouchow 17th August,
 Ballast—Asiatic Petroleum Co.

DEPARTURES.

CHENAN, British str., for Canton.
 KAPONG, British str., for Hiohow.
 KAMAKURA MARU, Jap. str., for Bombay.
 KAWACHI MARU, Jap. str., for Calcutta.
 KUTSANG, British str., for Shanghai.
 KUCHOW, British str., for Tientsin.
 KWANGLEE, Chinese str., for Canton.
 KWANGTAI, Chinese str., for Shanghai.
 LIANGCHOW, British str., for Canton.
 LOYCE, Chinese str., for Hongkong.
 MYOHAN MARU, Jap. str., for Hongkong.
 RIOMUN MARU, Japanese str., for Japan.
 SALAMAH, Dutch str., for Singapore.
 SHINON, British str., for Saigon.
 SINGAN, British str., for Iloilo.
 TAKSANG, British str., for Hiohow.
 TAMON MARU, Japanese str., for Quinhon.
 THONGSA, Dutch str., for Chinkiang.
 WOSANG, British str., for Newchwang.
 YUENSANG, British str., for Manila.
 22nd August.
 ANHUI, British str., for Shanghai.
 ANNA, Norwegian str., for Bangkok.
 DAIGI MARU, Japanese str., for Haiphong.
 DAIJIN MARU, Japanese str., for Tamsui.
 DERWENT, British str., for Saigon.
 IKOMA MARU, Japanese str., for Canton.
 KWONGSANG, British str., for Shanghai.
 NICHIO MARU, Japanese str., for Moji.
 OTAWA MARU, Japanese str., for Canton.

PASSENGERS.

Per Haiching from Swatow, etc., Miss
 Codrington, Mr. Swetten, and Miss Pitts.

VESSELS EXPECTED.

THE AMERICAN MAILS.
 The str. *Manchuria* sailed from
 Yokohama on the 20th August *via*
 Manila for Hongkong. The mails have
 been transferred to the Nippon Yusen
 Kaisha's str. *Atsuta Maru*, due to arrive at
 Hongkong on the 20th inst.
 THE CANADIAN MAIL.
 The str. *Monteagle* left Vancouver,
 B.C., on the 8th August, a.m.
 MERCHANT STEAMERS.
 The str. *Huachu* from Calcutta left
 Singapore on the 16th August, and may
 be expected here on or about the 24th inst.
 The Oriental African Line str. *Salamis*
 sailed from Mauritius on the 14th inst.,
 and is expected to arrive here on the 1st
 September.

INDO-CHINA LINE.

Laiang, from Calcutta, is due in Hong-
 kong 27th August.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 22 d.

	Previous Day	At 2 p.m.	At 5 a.m.	At 2 p.m.
Barometer	29.73	29.71	29.76	
Temperature	88	82	90	
Humidity	69	57	70	
Wind Direction	WSW		WSW	
" Force	2	0	3	
Weather	0	0	3	
Rain	0	0.01	—	

Highest open air Temperature on 21st... 80
 Lowest open air Temperature on 21st... 80

HONGKONG TIDE TABLE.

From 23rd to 26th August.

Days of Week	Days of Month	HIGH WATER		LOW WATER	
		H'kong. Mean Time	Height	H'kong. Mean Time	Height
Mon.	23	9 19 a.m.	7.5	10 38 a.m.	3.7
Tue.	24	8 20 a.m.	7.6	1 34 p.m.	3.3
Wed.	25	9 10 a.m.	7.6	2 23 p.m.	2.9
Thurs.	26	10 01 a.m.	7.3	3 18 p.m.	2.6
Fri.	27	10 52 a.m.	6.8	4 18 p.m.	2.3
Satur.	28	11 43 a.m.	6.4	5 18 p.m.	2.0
Sun.	29	12 34 a.m.	6.0	6 18 p.m.	1.7

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DATE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & HULL	KANDIAHAK	Brit. str.	—	—	THE BANK LINE, LIMITED	Tomorrow.
LONDON VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	—	H.R. Hetherington, R.N.R.	P. & O. S. N. Co.	On 27th inst., at 5 p.m.
LONDON	RADNORSKIE	Brit. str.	—	J. T. Jeffery	JARDINE, MATHESON & Co., Ltd.	On 28th inst.
LONDON & HULL	SARDINIA	Brit. str.	—	J. T. Jeffery	P. & O. S. N. Co.	About 10th Sept.
MARSEILLES VIA PORTS	NEVA	Brit. str.	—	T. Sekine	MESSAGERIES MARITIMES	To-day, at 5 p.m.
MARSEILLES, LONDON & VIA SINGAPORE, &c	SUWA MARU	Jan. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 25th inst., at Noon
VICTORIA & TACOMA VIA MANILA & KIELUNG &c	MEXICO MARU	Jan. str.	—	T. Sekine	OSAKA SHOSHUN KAISHA	To-day, at 3 p.m.
VICTORIA, B.C. & SWATOW VIA KIELUNG &c	AKI MARU	Jan. str.	—	Noma	NIPPON YUSEN KAISHA	On 7th Sept., at 4 p.m.
VANCOUVER & SEATTLE	MONTEAGLE	Brit. str.	—	A. J. Hall	CANADIAN PACIFIC R. Co.	On 8th Sept.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c	SEIKO MARU	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-day.
SAN FRANCISCO VIA MANILA & JAPAN, &c	CHIOYU MARU	Jan. str.	—	—	TOYO KISEN KAISHA	To-morrow, at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c	CHINA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 31st inst., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c	MANCHURIA	Am. str.	—	A. Dixon	PACIFIC MAIL S.S. Co.	On 7th Sept., at 1 p.m.
MEXICAN, PERUVIAN & CHILE PORTS	NIPPON MARU	Jan. str.	—	A. G. Stevens	TOYO KISEN KAISHA	On 28th Sept., at 10.30 a.m.
DELAGOA BAY, DURBAN, EAST LONDON, &c	ANJO MARU	Jan. str.	—	—	TOYO KISEN KAISHA	On 10th Sept., at Noon.
AUSTRALIAN PORTS VIA MANILA	SURAT	Brit. str.	—	—	THE BANK LINE, LIMITED	On 25th inst.
AUSTRALIAN PORTS VIA MANILA	ALDENHAM	Brit. str.	—	G. I. Smith	GIBB, LIVINGSTON & Co.	On 28th inst., at 11 a.m.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU	Jan. str.	—	Soyled	NIPPON YUSEN KAISHA	On 14th Sept., at 4 p.m.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	—	Takeda	NIPPON YUSEN KAISHA	On 12th Sept., at 10 a.m.
WEIHAIWEI & TIENTSIN	CHONGSHING	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at D'light.
WEIHAIWEI & TIENTSIN	CHONGSHING	Brit. str.	—	H. C. Wallner	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	CHIFSHING	Brit. str.	—	—	MESSAGERIES MARITIMES	To-morrow, at 5 p.m.
SHANGHAI	CORDELLIER	Frenc. str.	—	—	BUTTERFIELD & SWIRE	On 26th inst.
SHANGHAI, KOBE & MOJI	LIANGCHOW	Brit. str.	1 m.	W. Ben son	DAVID SASSOON & Co., Ltd.	On 28th inst.
SHANGHAI	JAPAN	Brit. str.	—	C. P. Seddon	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at D'light.
SHANGHAI	WINGANG	Brit. str.	—	J. H. Lishman	BUTTERFIELD & SWIRE	On 28th inst., at 4 p.m.
SHANGHAI, MOJI & KOBE	WINGANG	Brit. str.	—	J. M. Smith	NIPPON YUSEN KAISHA	On 26th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	WINGANG	Brit. str.	—	Okamoto	P. & O. S. N. Co.	About 6th Sept.
SHANGHAI, KOBE & YOKOHAMA	WINGANG	Brit. str.	—	D. Ashm	NIPPON YUSEN KAISHA	On 27th inst.
SHANGHAI	HAKATA MARU	Jan. str.	—	Kawachima	P. & O. S. N. Co.	About 27th inst.
SHANGHAI	SARDINIA	Brit. str.	—	J. T. Jeffery	NIPPON YUSEN KAISHA	On 28th inst., at 10 a.m.
SHANGHAI	MIYAKAWA MARU	Jan. str.	—	Tsuruk	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at D'light.
SHANGHAI	LAISAN	Jan. str.	—	E. J. Todd	ON 12th Sept.	
SHANGHAI	TUTUBOE	Out. str.	—	—	OSAKA SHOSHUN KAISHA	On 15th Sept., at 10 a.m.
SHANGHAI	SOSUO MARU	Jan. str.	—	A. Kobayashi	OSAKA SHOSHUN KAISHA	To-morrow, at Noon.
SHANGHAI	KAIYO MARU	Jan. str.	—	Murakami	OSAKA SHOSHUN KAISHA	On 27th inst., at 5 p.m.
SHANGHAI	BAICHING	Brit. str.	2 h.	J. S. Thomson	DOUGLAS LAIPRAIR & Co.	On 31st inst., at 5 p.m.
SHANGHAI	BAITAN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAIPRAIR & Co.	To-morrow, at Noon.
SHANGHAI	CHIEHUA	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAIPRAIR & Co.	On 27th inst., at 3 p.m.
SHANGHAI	LONGHONG	Brit. str.	1 m.	E. Finlayson	BUTTERFIELD & SWIRE	On 28th inst., at Noon.
SHANGHAI	LANING	Brit. str.	—	W. G. C. Leach	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 3 p.m.
SHANGHAI	PEKING	Brit. str.	—	S. Tokeshige	BUTTERFIELD & SWIRE	On 31st inst., at 4 p.m.
SHANGHAI	RANGHON MARU	Jan. str.	—	E. Reike	JARDINE, MATHESON & Co., Ltd.	On 4th Sept.
SHANGHAI	SAIGON MARU	Jan. str.	—	H. Nomura	NIPPON YUSEN KAISHA	On 6th Sept.
SHANGHAI	KUTSANG	Brit. str.	—	T. Yamaguchi	OSAKA SHOSHUN KAISHA	On 4th Sept., at 7 p.m.
SHANGHAI	MADAWASKA	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 3 p.m.
SHANGHAI	TIENKIN	Out. str.	—	—	THE BANK LINE, LIMITED	On 28th inst.
SHANGHAI	LOKSANG	Brit. str.	—	—	JAVA-CHINA JAPAN LTD.	On 1st Sept.
SHANGHAI	LIENAN	Brit. str.	1 m.	W. D. Ritchie	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 5 a.m.
SHANGHAI	—	Brit. str.	—	E. J. Pottinger	BUTTERFIELD & SWIRE	To-day, at 4 p.m.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	(SARDINIA Capt. J. T. Jeffery,	About 27th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS	NOVARA Capt. H. R. Hetherington, R.N.D.,	27th Aug.	See Special Advertisement
SHANGHAI, MOJI, KOBE NORE and YOKOHAMA	(SARDINIA Capt. D. Asbury,	About 6th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS	(SARDINIA Capt. J. T. Jeffery,	About 10th Sept.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy. Subject to immediate alteration without Notice.

For Further Particulars apply to —

E. A. HEWETT,
Superintendent.

Hongkong, 21st August, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
BANGKOK	"LINAN"	On 23rd Aug., 4 P.M.
MANILA AND CEBU	"CHINHUA"	On 24th Aug., Noon.
SHANGHAI	"LIANGCHOW"	On 24th Aug., 4 P.M.
SHANGHAI	"SINKIANG"	On 26th Aug., 4 P.M.
MANILA, OREU and ILOILO	"TAMING"	On 31st Aug., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS. "LINTAN" and SS. "SANUI" ..
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."
SHANGHAI LINE—PASSENGERS, MAILS and CARGO. SS. "ANHUI," "CHENAN," "LIANGCHOW," "LUCHOW," "YINGCHOW" and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to —

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd August, 1915.

TELEPHONE 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying at 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. J. S. Thomson	TUESDAY, 24th Aug., at 3 P.M.
"HAIMUN"	Capt. A. H. Stewart	FRIDAY, 27th Aug., at 3 P.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 31st Aug., at 3 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to —

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 23rd August, 1915.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

SS. "JAPAN," 5013 tons, Captain C. P. Soden, will be despatched for SHANGHAI, KOBE and MOJI on 25th August.

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

Hongkong, 18th August, 1915.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA

MANILA SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	23rd Aug.	On 18th Aug. 11 A.M.
ST. ALBANS	13th Sept.	On 17th Sept. 11 A.M.
EMPIRE		On 6th Oct. 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA.
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
CHIYO MARU	22,000—21 knots	TUES., 24th Aug.
TENYO MARU	22,000—21 knots	TUES., 14th Sept.
NIPPON MARU	11,000—18 knots	TUESDAY, 28th Sept.
SHINYO MARU	22,000—21 knots	TUES., 12th Oct.

* Via MANILA, Omitting Shanghai.

Steamer via Shanghai leaves at Noon.

Manila at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10..	RETURN (6 MONTHS) £120.
" " " NEW YORK	£60.	" " " £68.
" " " SAN FRANCISCO	£45.	" " " £48.

Passengers purchasing Pacific Return Tickets have the option of returning from San Francisco by Steamship of the Pacific Mail S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES,
SALINA CRUZ, PANAMA, CALLAO IQUIQUE AND
VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	Friday, 10th Sept.

For Full Particulars as to Passage and Freight, apply to —

K. DOI, ACTING AGENT,
King's Building.

TELEPHONE 291.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	CORDILLERE	On 24th Aug., at 5 P.M.
(Without Transshipment)	PAUL LECAT	On 6th September.
MARSEILLES VIA SAIGON and PORTS	NERA	On 23rd Aug., at 5 P.M.
(Without Transshipment)	AMAZONE	On 4th Sept., at 5 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Classes.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

Special SUMMER Return Tickets (1st Class) for Japan to be used between 1st June and 31st October, 1915.

TO KOBE \$135. TO YOKOHAMA \$150.

For further particulars apply to

P. THOMAS, AGENT
QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA AND TACOMA VIA MANILA, KEELUNG, MOJI, KOBE, YOKKAICHI AND YOKOHAMA

Steamer	Captain	Leaving
"MEXICO MARU"	T. Jamaguchi	MONDAY, 23rd Aug., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	SATURDAY, 4th Sept., at 7 A.M.

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAISO MARU"	Murakami	TUESDAY, 31st Aug., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	A. Kobayashi	WEDNESDAY, 18th Sept., at 10 A.M.

FOR HAIPHONG VIA HOIHOW.

Steamer	Captain	Leaving

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soong Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI,
MANAGER.

Second Floor, No. 1, Queen's Building.

114

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
YOKOHAMA	COLOMBO	HAI	KONG			
p.m.		about	about			
—	NOVARA	Aug. 23	Aug. 27	MOREA	Sept. 25	Oct. 3
—	SARDINIA	Sept. 6	Sept. 10	MALLOJA	Oct. 9	Oct. 16
Sept. 13	NANKIN	Sept. 20	Sept. 24	ARABIA	Oct. 23	Oct. 30
—	MALTA	Oct. 4	Oct. 9	MODAVIA	Nov. 6	Nov. 13
Oct. 26	NOVARA	Oct. 18	Oct. 23	KHAYBAR	Nov. 20	Nov. 27
Nov. 8	SARDINIA	Nov. 1	Nov. 6	MEDINA	Dec. 4	Dec. 11
—	NANKIN	Nov. 15	Nov. 19	MONGOLIA	Dec. 18	Dec. 25
—	MALTA	Nov. 29	Dec. 4	MALWA	Jan. 1	Jan. 8
—	NOVARA	Dec. 13	Dec. 17	MOOLTAN	Jan. 15	Jan. 22

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

LONDON

1st Saloon "A" Accommodation Single £71. Return £111.

2nd Saloon "A" " " " £28. " £102.

" " " " " £24. " £78.

MARSEILLES

1st Saloon "A" Accommodation Single £70. Return £105.

2nd Saloon "A" " " " £24. " £105.

" " " " " £20. " £78.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS.

STEAMERS	Leave Y.H.A.M.	Leave SHANGHAI	Leave HONGKONG	Leave SINGAPORE	Due at Marseilles if calling	Due at LONDON
NORE	about	Sept. 13	Sept. 23	Sept. 29	Oct. 5	Nov. 14
NELLORE	Oct. 25	Nov. 4	Nov. 16	Nov. 16	Nov. 16	Dec. 22
NAGOYA	Nov. 8	Nov. 18	Nov. 24	Nov. 30	Dec. 30	Jan. 7
NAMUR	Dec. 6	Dec. 16	Dec. 22	Dec. 28	Jan. 27	Feb. 3
KASHMIR	Dec. 20	Dec. 30	Jan. 6	Jan. 11	Feb. 10	Feb. 17

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON.

1st Saloon £68 Single £27 Return, 2nd Saloon £42 Single £63 Return

FARES TO MARSEILLES.

1st Saloon £65 Single, 2nd Saloon £40 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to —

E. A. HEWETT,
SUPERINTENDENT

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

(PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES and LONDON	SUWA MARU	21,000	THURSDAY, 26th Aug., at Noon.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	ATSUTA MARU	16,000	THURSDAY, 9th Sept., at Noon.
VICTORIA, B.C. and SEATTLE VIA KEELUNG	AKI MARU	12,500	TUESDAY, 7th Sept., at 4 P.M.
SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	TAMBA MARU	12,500	TUESDAY, 21st Sept., at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU	13,500	TUE-DAY, 14th Sept., at 4 P.M.
	NIKKO MARU	9,000	FRIDAY, 16th Oct., at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and BANGKOK	RANGOON MARU	8,000	MONDAY, 6th Sept.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	IYO MARU	12,500	THURSDAY, 26th Aug.
SHANGHAI, MOJI and KOBE	MIYASAKI MARU	16,000	SATURDAY, 28th Aug., at 10 A.M.
YOKOHAMA	NIKKO MARU	9,600	SUNDAY, 12th Sept., at 10 A.M.
NAGASAKI, KOBE and YOKOHAMA	HAKATA MARU	12,000	FRIDAY, 27th Aug.

SOME PRINCIPAL FARES.

To London	1st Single Yen	600.	To Marseilles	1st Single Yen	550
" " "	2nd " "	400.	" " "	2nd " "	350
" " "	Return " "	600.	" " "	Return " "	550
To London, Southampton, Liverpool via New York	1st Single	£90.13.0			
To Victoria, Vancouver, Seattle, Montreal	1st Single	£25.			
To Sydney, 1st Single	£10.		To Melbourne, 1st Single	£41.	
To Yokohama, 1st Return	£72.		To Kobe, 1st Return	£73.10.	
" " 2nd Return	£50.		" " 2nd Return	£33.	

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to —

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 222 and 1941.

5

